Appendices

This page intentionally left blank

Appendix A
Counties

SR 36 passes through the following Six Counties:

Humboldt County

Humboldt County is located in northwestern California with the Pacific Ocean serving as the western boundary. The U.S. Census Bureau County population is 129,673* and the County Seat is Eureka. The county covers a total area of 4,052.22 square miles (sq. mi.) Water area is 479.74 sq. mi. and land area is 3,572.49, approximately 28% of which is publically owned.

The County is bordered by four counties, and the Pacific Ocean to the west. Humboldt County has six major Highways: State Routes 36, 96, 169, 199 and 299 and US 101 runs north south. State Highways are 14% of maintained mileage in the County, but account for 58% of Daily Vehicle Miles of Travel (DVMT).

Trinity County

Trinity County is located in lower reaches of the Cascade Range in California and includes the 500,000-acre Trinity Alps Wilderness Area and the Trinity Lake, the third largest lake in California. The U.S. Census Bureau County population is 14,165* and the County Seat is Weaverville. The county covers a total area of 3207.54 sq. mi. Water area is 28.93 sq. mi. and land area is 3,178.61 sq. mi., of which approximately 72% is publically owned.

The County is bordered by five counties and has three major highways, SR 299 that traverses the county in an east-west direction; SR 36 parallels to the south, while SR 3 runs north south connecting the two routes. State Highways are 10% of maintained mileage in the County, but account for 60% of DVMT.

Shasta County

Shasta County is located in the extreme north end of the Sacramento Valley. This county is home to the state's largest lake (Lake Shasta) and also Whiskeytown National Recreation area and the County Seat is Redding. The U.S. Census Bureau county population is 181,099*. The county covers a total area of 3847.44 sq. mi. Water area is 62.24 sq. mi. and land area is 3,785.19 sq. mi. with approximately 40% of the land is publically owned.

The County is bordered by six counties and has seven major highways; State Route 299, SR 44 and SR 36 traverse east west. Interstate 5, and State Routes 89, 151 and 273 run north south. Highways are 12% of maintained mileage in the County, but account for 56% of DVMT.

This page intentionally left blank

Appendix A (continued)
Counties

Tehama County

Tehama County is located near the north end of the Sacramento Valley. The U.S. Census Bureau county population is 61,138* and the County Seat is Red Bluff.

Tehama County covers a total area of 2962.27 sq. mi. Water area is 11.28 sq. mi. with the Sacramento River watershed passing through the middle. The land area is 2,950.99 sq. mi., of which approximately 26 % is publically owned.

The County is bordered by six counties and has five major Highways, State Routes 36 and 32 running east west, and Interstate 5, SR 89 and SR 99 run north south. State Highways are 12% of maintained mileage in the County, but account for 64.5% of DVMT.

Lassen County

Lassen County is located in the northeastern region of California and includes the Caribou Wilderness and the Mountain Meadows Reservoir. The U.S. Census Bureau county population is 34,473*. The only incorporated city in the county is Susanville which is also the County Seat.

Lassen County is the fourth largest of California's 58 counties with its lower valleys generally above 4,000 feet and Susanville peak rising over 6,500 ft. above sea level.

Lassen County has total area of 4720.37 sq. mi. Water area is 163.10 sq. mi. and land area is 4,557.27 sq. mi., of which approximately 63% is publically owned.

The County is bordered by four northern California counties and the Nevada State Line on the east side of the county. Lassen County has five major Highways, State Routes 44, 36 and 299 running east west, and US 395 and SR 139 run north south. State Highways are 19% of maintained mileage in the County, but account for 48% of DVMT.

Plumas County

Plumas County is located in the Sierra Nevada area of California. The U.S. Census Bureau county population is 20,122* and the County Seat is Quincy. Plumas County has total area of 2613.48 sq. mi. Water area is 59.78 and land area is 2553.69 sq. mi. Approximately 24 % of the land is in private ownership, while the remaining 76 % is national forest land. Plumas County has elevations ranging from 1800 feet at its lowest point in Storrie to 8,372 feet at its highest elevation (Mount Ingalls).

The County is bordered by six northern California counties and has 4 major highways State Routes 36, and 70 running east west, and SR49 and SR 89 run north south. SR 284 is also in Plumas and consists of only 8.3 miles. SR 36 runs across the North West corner of Plumas County for a little over 18 miles. State Highways are 10% of maintained mileage in the County, but account for 48% DVMT

*2000 Census

This page intentionally left blank

Appendix B
California Historical Landmarks Near STATE ROUTE 36

CALIFORNIA HISTORICAL LANDMARKS

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have been determined to have statewide historical significance. Sites below are presented west to east.

NO. 117 HOME OF MRS. JOHN BROWN - In 1864, the widow of John Brown, the famous abolitionist of Harpers Ferry, came to Red Bluff with her children. So great was the admiration for John Brown in that area that a considerable sum of money was raised to provide his widow and children with a home. Mrs. Brown lived there until the summer of 1870, when she and her children moved to Humboldt County.
Location: 135 Main St, Red Bluff

NO. 678 LASSEN EMIGRANT TRAIL - Through this draw passed many covered wagons and gold seekers en route to California over the Lassen Trail during 1848-1851. Approaching this location from the north, the trail passed what is now Bogard Ranger Station. Proceeding southward to Big Springs and Big Meadows (now Lake Almanor), it then turned westward to Deer Creek, which it followed generally to Vina in the Sacramento Valley.
Location: On SR 36 (LAS P.M. 0.3), 2.5 miles west of Westwood

NO. 76 ROOP'S FORT - Built in July 1854 by Isaac N. Roop, Roop House was a stopping place for emigrant trains. It was the locale of the 'sagebrush war' fought in 1863 between the citizens of Plumas County and Lassen County.

Location: Memorial Park, N Weatherlow at Nevada St, Susanville

NO. 675 NOBLE EMIGRANT TRAIL, SUSANVILLE - This meadow, now a city park, was a welcome stopping place on the Noble Emigrant Trail, pioneered by William H. Nobles in 1851 and first used in 1852. Here, emigrants en route to the Northern California mines were able to rest, refresh their stock, and obtain needed provisions at Isaac Roop's establishment, from which grew the city of Susanville.

Location: Lassen Memorial Park, South side of Adaline and North Steets, Susanville

Source: Office of Historic Preservation website: http://ohp.parks.ca.gov/?page_id=21387

This page intentionally left blank

Appendix C -Designations

Route Designations

FEDERAL DESIGNATIONS

- National Highway System (NHS)

Added: 1995
Legislation: National Highway System Designation Act
The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel.

- Strategic Highway Network (STRAHNET)

Added: 1990
Legislation: Federal Defense Act
The purpose of STRAHNET is to provide a network of highways that are important to the United States strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes.

- Surface Transportation Assistance Act (STAA) Network

Added: 1982
Legislation: Surface Transportation Assistance Act (STAA)
The STAA Act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). The NN is comprised of the Interstate System plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KPRA) distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. STAA trucks are limited to the NN, Terminal Access Routes, and Service Access routes (STAA Network). For further information, regarding truck classifications, please see State Classifications-California Truck Route Classifications.

National Network (Federal): The National Network (NN) is primarily comprised of the National System of Interstate and Defense Highways, for example I-5. STAA trucks are allowed on the NN.
Terminal Access (State, Local): Terminal Access (TA) routes are portions of State Routes, or local roads, that can accommodate STAA trucks. TA allows STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.
Service Access (State, Local): STAA trucks may exit the NN to access those highways that provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the NN and that exit must be identified by signage.

STATE CLASSFICATIONS

- State Highway System

Added: Statues of 1964
Legislation: In the California Streets and Highways Code-Sections 300-635
The intent of the legislature was to identify a set of routes in the State Highway System that serve the state's heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

The Interregional Road System is a subset of the State Highway System.
Interregional Road System (IRRS):
Added: 1989
Legislation: Transportation Blueprint for the Twenty-first Century
In the California Streets and Highways Code-Sections 163-164.2
The IRRS was conceived as part of a larger effort to address the critical transportation funding and development needs of the state. The legislation required the California Department of Transportation to define IRRS routes and create an interregional road system plan. IRRS is a series of interregional state and highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreation areas, and urban and rural regions. In 1989 the IRRS plan identified 81 state highway routes, or portions of routes, that serve the interregional movement of people and goods. Most interstates were included in the system, and all major interregional routes (conventional, expressway and freeway). Six additional routes have been added to the system since that time by locally sponsored legislation, so there are currently 87 IRRS routes in statute.

High Emphasis Routes are a subset of the IRRS.
High Emphasis Route:
Added: 1990 IRRS Plan; 1998 Interregional Transportation Strategic Plan (ITSP)
Legislation: None
Due to the large number of routes and capacity improvements needed on the IRRS, the 1990 IRRS plan identified a subset of the 87 routes as being the most critical routes and identified them by the term "High Emphasis Routes." High Emphasis Routes are a priority for programming and construction. Originally, there were 13 routes listed as High Emphasis Routes in the

1990 IRRS Plan. The 1998 ITSP kept the original 13 High Emphasis routes and added an additional 21 routes to the category for a total of 34. In some cases, the High Emphasis routes in the ITSP are a series of joined portions of routes that constitute a major logical transportation corridor. An example of a High Emphasis Route corridor that is comprised of major portions of a primary route but also includes sub-portions of other routes is SR 36/SR 44/SR 299.

Focus Routes are a subset of the High Emphasis Routes.
Focus Routes-Interregional Transportation Strategic Plan:
Added: 1998 Interregional Transportation Strategic Plan (ITSP)
Legislation: None.
The term "Focus Route" is a phrase specific to the ITSP and represents a subset of the 34 High Emphasis Routes. The routes represent the 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards by 2020. Focus routes serve as a system of high volume primary arteries to which lower volume and facility-standard state highway routes can connect for purposes of longer interregional trips and access into statewide Gateways. All Focus Routes are on the NHS, Freeway and Expressway System (F & E), and are STAA Truck or Truck Terminal Routes.

- Intermodal Corridor of Economic Significance (ICES)

Added: Statues of 1994
California Streets and Highways Code-Sections 2190-2191
The ICES system was created in response to State legislation that required the Department to identify significant National Highway System corridors that link intermodal facilities most directly, conveniently, and efficiently to intrastate, interstate, and international markets. To be included in the ICES system, a route should provide access between major freight intermodal facilities and serve freight traffic with the NAFTA countries of Canada and Mexico, as well as the Pacific Rim and other U.S. trade markets.

- Life Line Routes

Added: *California Department of Transportation Strategic Plan-1994*.
Not in legislative statues.
A Lifeline Route is a route of the State Highway System that is deemed critical to emergency/life safety activities of a region or the state. The route must remain open immediately following a major earthquake, or can be reopened fairly quickly by following a predetermined disaster response plan. The focus is on highly critical routes that allow for immediate movement of emergency equipment and supplies into a region or through a region.

- Freeway and Expressway System (F & E)

Added: Statues of 1959
California Streets and Highways Code-Sections 253.1-253.8
The Statewide system of highways declared by the Legislature to be essential to the future development of California.

- California Truck Route Classifications

Added: AB 66 (1983) and SB 2322 (1986)
California Vehicle Code-Sections 35400-35414

"California Legal" trucks can use the STAA Network and California Legal routes. The route classifications are listed below and see additional STAA designations under "Federal Designations".

California Legal (State): California Legal routes are State routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

California Legal-Advisory (State): California law allows regulatory prohibition of a 38-foot KPRA or greater where posted in black-on-white. However, many California legal routes cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet, due to limiting geometrics such as sharp turns and limited highway width. Although California Legal trucks may travel on these segments, the driver is legally responsible for unsafe offtracking (crossing the centerline or driving on shoulders and sidewalks).

Restricted (Federal, State, Local): Some route segments have restrictions on certain truck or loads, such as gross weight, number of axles or hauling of flammable materials or explosives. Restrictions on federal or State routes are listed on the Caltrans Truck Route List.

Appendix D- Designations

Scenic Designations

The following scenic designations apply to portions of this route.

United States Department of Transportation - National Scenic Byway (Federal)

A National Scenic Byway is a road recognized by the United States Department of Transportation for its archeological, cultural, historic, natural, recreational, and/or scenic qualities. To be eligible for designation as a National Scenic Byway, a road or highway must be significant in at least one of the six qualities listed above. The program was established by Congress in 1991 to preserve and protect the nation's scenic but often less-traveled roads and promote tourism and economic development. The program is administered by the Federal Highway Administration.

United States Department of Transportation - All American Road (Federal)

The most scenic roads in the National Scenic Byway program may be designated as All American Roads. To be designated as an All American Road, the road or highway must: be significant in at least two of the qualities listed above, have features that do not exist elsewhere in the United States, and be scenic enough to be a tourist destination unto itself.

As of November 2010, there were 120 National Scenic Byways and 31 All American Roads.

United States - Wild and Scenic River (Federal)

The National Wild and Scenic Rivers Act of 1968 helped to protect wild and scenic rivers from development that would substantially change their wild or scenic nature. Wild and Scenic rivers in the United States are selected for possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers, or sections of rivers, are preserved in their free-flowing condition and not dammed or otherwise impeded. A river or section of river may be designated by the United States Congress or the Secretary of the Interior and managed by one or more agencies of the federal or state government.

As of November 2010, there were 156 designated Wild and Scenic Rivers.

This page intentionally left blank

Appendix E
Environmental Factors

Flood plains:
Portions of the corridor are near or adjacent to floodplains mapped by the Federal Emergency Management agency (FEMA). When projects are planned within close proximity of these zones, potential hydraulic impacts will need to be considered.

Regulatory permits will be required for any work that affects streams, wetlands, and other jurisdictional waters such as springs and will likely require permits from the Army Corp of Engineers, Regional Water Quality Control Board and Department of Fish & Game. Coordination with the National Oceanic and Atmospheric Administration, National Marine Fisheries Service, and U.S. Fish & Wildlife Service may also be needed.

Special Designations:

- SR 36 is located in a visually pleasing natural and rural setting but it is not designated as a State Scenic Highway: However there are portions that are eligible to be designated as a State Scenic Highway: HUM PM 0.0 to 45.68, TRI PM 0.0 to R28.7, TEH PM 87.7 to PM 104.00 and PLU PM 0.0 to 6.3.
- SR 36 is designated as a Volcanic Legacy Scenic Byway between TEH PM 87.68 to PM 104.00, PLU PM 0.0 to PM 18.3 and LAS PM 0.0 to PM R19.2.
- Wild and Scenic River: Van Duzen River parallels SR 36 in Humboldt County between Alton and Dinsmore. From the River mouth near Fortuna to Dinsmore Bridge PM 40.45 Van Duzen is designated as "wild". Between Dinsmore Bridge and the power lines crossing above Little Larribee Creek is designated as "scenic".
    - Wild and Scenic River Designation is used for rivers or river sections to “be preserved in free flowing condition and protected for the benefit and enjoyment of present and future generations.”
    - The Van Duzen River is a Federally and State designated as a Wild and Scenic River, thus coordination with Six Rivers National Forest, and the Department of Fish and Game may be needed for projects.
    - The Van Duzen River is listed as “sediment impaired" under U.S. Environmental Protection Agency (USEPA) section 303(d) of the Clean Water Act.

Tribal Lands:
Native American Tribal and Ancestral Lands are listed on the segment fact sheets where such lands are located near the corridor. See **Appendix L** for detailed information on each Tribe.

Cultural Resources:
Federal and state laws and regulations govern archaeological, historical and social cultural resources.

Sensitive Species:
All projects within the corridor must be evaluated at project initiation stage to determine the potential to impact or affect biological resources, including any endangered or threatened species that may be affected. The Federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA) are the Federal and State laws to enforce protection of threatened and endangered species. Sensitive species and or their habitat may be found in the corridor vicinity. Where a Special Status Species or their habitats are present and have potential to be impacted, appropriate avoidance alternatives may be identified or mitigation measures may be required to be implemented and/or included with the project features.

Some general information can found on the Department of Fish and Game website - Biogeographic Data Branch. http://www.dfg.ca.gov/biogeodata/ . These databases can be used to identify sensitive species that may potentially be found, but the data does not replace the need to conduct field work when necessary or perform other methods of identification as required by law

In public forestlands, coordination with the United States Forest Service may be required for Use Permits, and to ensure that appropriate studies for cultural and forest sensitive species on their land have been conducted.

Air Quality:

Humboldt, Trinity, Shasta, Tehama, Plumas and Lassen Counties are all currently classified as attainment areas with respect to all National Ambient Air Quality Standards (NAAQS).

Naturally Occurring Asbestos (NOA):
The State regulates earth material containing Naturally Occurring Asbestos (NOA) and material from areas where serpentine or ultramafic rock is present. Material containing NOA is material containing 0.25 percent or greater concentration of asbestos. Caltrans staff must comply with regulations for managing NOA at Caltrans construction sites.

The primary NOA regulation applicable to roadway construction in California is the Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (“Construction ATCM”) [California Code of Regulations (CCR), Title 17, Section 93105], enforceable by the California Air Resources Board (CARB). Air Quality Management Districts (AQMDs), Air Pollution Control Districts (APCDs), and other local agencies also may impose requirements beyond those outlined in the ATCM.

There is potential for NOA SR 36 west of the SR 3 junction.

Aerially deposited Lead (ADL):
Aerially deposited Lead (ADL) will be present along the 36 corridor - It is expected that lead will be present in soils within the shoulders, however it will not likely be at Hazardous Waste levels. Specifications would be included in any project to require the Contractor to have and implement a lead compliance plan prepared by a Certified Industrial Hygienist (CIH). This is required whenever any disturbance of earth material (e.g., soil) that could result in lead exposure will occur, but the lead concentrations are expected to be below hazardous waste thresholds (below 1,000 mg/kg total lead and below 5 mg/l soluble lead) and disposal in a permitted landfill is not required.

This page intentionally left blank

Appendix F Bridges and Structures on State Route 36							
Bridge Name	**District**	**County**	**Post Mile**	**Year Built**	**Length (ft.)**	**Deck Width (ft.)**	**Bridge Number**
YAGER CREEK	1	HUM	4.86	1968	120.7	12.8	04 0089
HELY CREEK	1	HUM	11.46	1927	12.5	7.6	04 0092
VAN DUZEN RIVER	1	HUM	12.78	1965	141.7	10.4	04 0093
VAN DUZEN RIVER	1	HUM	13.37	1984	176.2	10.8	04 0094
GRIZZLY CREEK	1	HUM	16.94	1996	33.2	10.8	04 0096
VAN DUZEN RIVER	1	HUM	17.94	1985	122	10.8	04 0284
VAN DUZEN RIVER	1	HUM	20.21	1965	114.3	10.4	04 0098
VAN DUZEN RIVER	1	HUM	R23.91	1997	136.8	10.8	04 0293
LITTLE LARABEE CREEK	1	HUM	25.27	1960	54.9	9.3	04 0102
BUTTE CREEK	1	HUM	34.52	1937	34.7	9.3	04 0116
SOUTH FORK VAN DUZEN RIVER	1	HUM	35.37	1962	62.8	10.4	04 0119
VAN DUZEN RIVER	1	HUM	40.45	1981	94.8	10.8	04 0129
MAD RIVER	2	TRI	R3.03	1958	90.5	9.9	05 0034
SOUTH FORK TRINITY RIVER	2	TRI	17.76	1979	102.4	10.8	05 0026
RATTLESNAKE CREEK	2	TRI	19.99	1975	64.3	10.3	05 0074
RATTLESNAKE CREEK	2	TRI	20.05	1975	53.9	10.3	05 0075
UPPER RATTLESNAKE CREEK	2	TRI	20.42	1970	106.7	10.3	05 0073
LOWER RATTLESNAKE CREEK	2	TRI	21.01	1969	61.0	10.3	05 0072
HAYFORK CREEK	2	TRI	R38.37	1965	72.5	10.1	05 0007
HARRISON GULCH	2	SHA	3.56	1952	7.0	0.0	06 0108
MIDDLE FORK COTTONWOOD CREEK	2	SHA	7.58	2005	36.8	10.5	06 0209
BEEGUM CREEK	2	SHA	11.91	1961	53.3	10.1	06 0057
DRY CREEK	2	TEH	10.35	1959	74.4	9.3	08 0029
SALT CREEK	2	TEH	19.17	1960	57.6	10.4	08 0030
CRANE CREEK	2	TEH	R22.12	1976	4.9	0	08 0153
LONG GULCH	2	TEH	23.05	1964	43.6	10.4	08 0050
SOUTH FORK COTTONWOOD	2	TEH	R25.54	1969	109.7	10.4	08 0021
DIBBLE CREEK	2	TEH	R34.04	1967	40.5	10.4	08 0086
SOUTH FORK DIBBLE CREEK	2	TEH	39.14	2000	21.5	12.9	08 0158
RTE 5 & 36 CONNECT/DIBBLE CR	2	TEH	L41.23	2001	68	17.9	08 0159E
NORTH RED BLUFF SEPARATION	2	TEH	41.24	1965	86.9	12.2	08 0098E
SACRAMENTO RIVER	2	TEH	41.4	1938	249.9	24.2	08 0023
EAST RED BLUFF SEPARATION	2	TEH	41.82	1965	76.5	27.4	08 0082
EAST SAND SLOUGH	2	TEH	41.95	1947	248.7	23.6	08 0090
SAMSON SLOUGH	2	TEH	42.24	1947	121.6	26.8	08 0089
PAYNES CREEK SLOUGH	2	TEH	42.5	1947	141.1	26.8	08 0088
SEVEN MILE CREEK	2	TEH	48.6	1933	11.2	0	08 0051
PALMER GULCH	2	TEH	53.25	1961	9.8	13.1	08 0052

Appendix F
Bridges and Structures on State Route 36

Bridge Name	District	County	Post Mile	Year Built	Length (ft.)	Deck Width (ft.)	Bridge Number
SUPAN GULCH	2	TEH	53.85	1961	7	13	08 0053
SHEEP GULCH	2	TEH	54.84	1961	10.4	13	08 0054
DE HAVEN GULCH	2	TEH	55.2	1961	46	10.6	08 0055
PAYNES CREEK	2	TEH	58.18	1929	18.6	13.2	08 0057
BATTLE CREEK	2	TEH	81.48	1958	64.3	10.3	08 0094
MILL CREEK	2	TEH	91.46	1966	21.3	10.4	08 0133
MILL CREEK	2	TEH	91.61	1929	18.9	10.4	08 0060
GURNSEY CREEK	2	TEH	97.67	1929	11.6	12.8	08 0061
NORTH FORK DEER CREEK	2	TEH	R98.92	1966	96	10.5	08 0062
CHESTER FLOOD CONTROL CHANNEL	2	PLU	6.47	1975	92.7	13	09 0074
NORTH FORK FEATHER RIVER	2	PLU	8.84	1966	45.7	20.7	09 0010
BAILEY CREEK	2	PLU	R13.73	1966	61.9	12.8	09 0006
ROBBERS CREEK	2	LAS	3.15	1924	11.3	12.8	07 0008
GOODRICH CREEK	2	LAS	7.28	1929	8.5	9.9	07 0048
SUSAN RIVER	2	LAS	R17.38	1966	86.9	10.4	07 0046
JENSEN SLOUGH	2	LAS	R26.36	1964	7.9	0	07 0065
SUSAN RIVER	2	LAS	R26.72	1964	41.8	13	07 0033
GOLD RUN CREEK	2	LAS	R27.36	1964	11	0	07 0066

Appendix G Existing Intelligent Transportation Systems (ITS)				
County	**Route**	**Post Mile**	**Type**	**Location**
HUM	101	59.0	CCTV	Humboldt US 101 at Drake Hill Rd. just north of SR 36 for southbound traffic
HUM	101	55.96	CCTV	Humboldt US 101 at Metropolitan Rd. just south of SR 36 for northbound traffic
TEH	36	42.93	HAR FLASHER	Mulberry Avenue
TEH	36	43.65	HAR FLASHER	St. Mary's Road
TEH	36	44.62	HAR FLASHER	East SR36 (East of Maintenance Station)
TEH	I-5	R26.53	CCTV	Red Bluff (SR 36/I-5 Jct.)
TEH	I-5	R26.58	HAR	Red Bluff (SR 36/I-5 Jct.)
LAS	36	10.45	EMS	Fredonyer Summit [ICWS]
LAS	36	11.37	EMS	Fredonyer Summit [ICWS]
LAS	36	11.89	RWIS	Fredonyer Summit [ICWS]
LAS	36	11.89	CCTV	Fredonyer Summit [ICWS]
LAS	36	13.32	EMS	Fredonyer East [ICWS]
LAS	36	13.74	RWIS	Fredonyer East [ICWS]
LAS	36	14.35	EMS	Fredonyer East [ICWS]
LAS	36	R 19.20	CCTV	SR36-SR44 Jct
LAS	36	23.79	HAR FLASHER	CDF (West Susanville)
LAS	36	24.04	CCTV	Town Hill (West Susanville)
LAS	36	R 26.49	CCTV	East Riverside Drive (Susanville)
LAS	395	R 61.09	CCTV	SR36-US 395 Jct. (near Susanville) (SR 36 R29.39 is Jct.)
Source: California Department of Transportation, District 2 Division of Traffic Management (May 2011)				
CCTV = Closed Circuit Television CMS = Changeable Message Sign HAR = Highway Advisory Radio HAR FLASHER = Highway Advisory Radio Sign RWIS = Roadside Weather Information System				

This page intentionally left blank

Appendix H Possible Future Intelligent Transportation Systems (ITS)				
County	**Route**	**Post Mile**	**Type**	**Location**
HUM	36	0.82	CMS	East of Alton
HUM	36	25.4	Snow Warning Sign	East of Bridgeville
HUM	36	45.10	RWIS	Midway between Bridgeville and TRI County Line
HUM	36	45.10	CCTV	Midway between Bridgeville and TRI County Line
HUM	36	45.10	CMS	Midway between Bridgeville and TRI County Line
TRI	36	2.40	HAR	Mad River Area
TRI	36	10.26	RWIS	South Fork Mountain
TRI	36	10.30	CCTV	South Fork Mountain
TEH	36	39.50	CMS	Baker Road Area
TEH	36	43.00	CMS	Red Bluff
TEH	36	44.00	CMS	Red Bluff
TEH	36	R 73.00	RWIS	Battle Creek Vista Point
TEH	36	R 73.00	CCTV	Battle Creek Vista Point
TEH	36	82.20	RWIS	Mineral Maintenance Station
TEH	36	83.14	HAR	Mineral Area
TEH	36	83.50	CCTV	Mineral Maintenance Station
TEH	36	87.70	CCTV	Morgan Summit Area
TEH	36	87.79	RWIS	Morgan Summit
TEH	36	99.93	CCTV	Junction Routes 36/32
TEH	I-5	R28.38	CCTV	North Red Bluff I-5 Separation
TEH	99	24.00	CMS	Jct. 36 and Hwy 99
TEH	99	24.00	CMS	Jct. 36 and Hwy 99
PLU	36	6.20	CCTV	Chester (Jct 36 / 89)
PLU	36	6.20	HAR FLASHER	West of Jct 36 / 89
PLU	36	9.20	HAR FLASHER	East of Chester
PLU	36	R 13.93	HAR	Chester (Plu 36 at Cnty Rd A-13)
PLU	89	6.60	CMS	Jct. 36 Area
PLU	89	R 41.5	CMS	South of Jct.36 West
PLU	89	R 42.00	CMS	Jct. 36 Area
LAS	36	0.76	HAR	Hwy.147 At County Rd. Area
LAS	36	1.00	CMS	Hwy.147 and Hwy. 36 Jct.
LAS	36	21.00	CMS	Susanville West of Town
LAS	36	22.00	HAR	Eagle Lake Road Area
LAS	395	R60.9	CMS	Near Jct. US 395/SR 36
Listed ITS elements may be pursued as stand alone projects or combined with other projects in close proximity should funding become available.				
Source: California Department of Transportation, District 2 Division of Traffic Management (May 2011)				
CCTV = Closed Circuit Television CMS = Changeable Message Sign			HAR = Highway Advisory Radio HAR FLASHER = Highway Advisory Radio Sign RWIS = Roadside Weather Information System	

This page intentionally left blank

Appendix I Public Involvement Outreach Activities		
Date	**Contact**	**Action/Progress**
2-09-2010	Shasta County TAC	Kick off Discussion for SR 36 TCR.
2-10-2010	Trinity County Agency Staff	Kick off Discussion for SR 36 TCR.
2-18-2010	Lassen County TAC	Kick off Discussion for SR 36 TCR.
2-25-2010	Plumas County Agency Staff	Kick off Discussion for SR 36 TCR.
3-3-2010	CHP	Informational letter announcing the SR 36 TCR update process. Sent letters to area commanders of the California Highway Patrol dispatch centers and substations that would handle dispatch for SR 36.
3-08-2010	LCTC	SR 36 TCR discussion item presented to the Lassen County Transportation Commission, requested recommendation on public outreach.
3-9-2010	Native American Outreach letters sent to District 2 Tribes	Informational letter announcing the SR 36 TCR update process.
3-26-2010	Gail Green Wiyot Tribe - District 1 area	Informational letter announcing the SR 36 TCR update process.
3-26-2010	Leonard Bowman Bear River Band of the Rohnerville Rancheria-District 1 Area	Informational letter announcing the SR 36 TCR update process.
3-26-2010	CT External Website	Added SR 36 TCR is in progress to the Caltrans website, which includes the contact information for the System Planning Office.
3-30-2010	TCTC (Tehama)	Announced commencement of the Transportation Concept Report for State Route 36.
3-30-2010	Tehama County and Red Bluff Staff	Kick off discussion for SR 36 TCR.
4-23-2010	Caltrans District 1	Coordinated with District 1 Staff on TCR development.
4-26-2010	HCAOG	Sent e-mail to Interim Executive Director of the Humboldt County Association of Governments (HCAOG) about the SR 36 TCR update.
4-28-2010	USFS Trinity County/Mad River Area	Informed the agency that the SR 36 TCR document update process was beginning, and about the public workshop to be held in Mad River in Summer. Requested comments about SR 36.
4-29-2010	City of Red Bluff	Kick off discussion for SR 36 TCR.
5-10-2010	LCTC	Briefing to commission to inform that TCR is in progress. Commission provided recommendation for public workshop.
5-11-2010	Platina Store	Telephoned to inform store owner about the SR 36 TCR document update process and public workshop to be held in Mad River in Summer. Requested comments about SR 36.
5-12-2010	Platina Volunteer Fire Company	Telephoned and mailed flyer about the SR 36 TCR document update process and public workshop in Mad River in Summer. Requested comments about SR 36.
6-3-2010	Hydesville Volunteer Fire Department	Telephoned and mailed flyer about the SR 36 TCR document update process and public workshop in Mad River in Summer. Requested comments about SR 36.
6-10-10	Media Release for Red Bluff Public Workshop	Caltrans Public Information Office distributed media release for the Public Workshop to be held in Red Bluff on July 22, 2010.
6-8-10	SCRTPA	Provided agency information about the Public Workshop scheduled in Red Bluff for July 21st.
6-15-2010	City of Red Bluff	Sent Letter announcing Public Workshop in Red Bluff with Flyer attached.
6-16-2010	Tribal Chairs	Invitation letters sent for Red Bluff & Mad River Workshops to Tribal Chairs: Mad River Flyer: Marylyn Delgado - Nor Rel Muk Band of Wintu Indians, Paul Ammon-Tsnungwe Council, Gail Green-Wiyot Tribe, Leonard Bowman-Bear River Band of Rohnerville Rancheria, Red Bluff Flyer: Jack Potter Jr.-Redding Rancheria and Fred Mankins, Tasman Koyom Maidu
6-16-2010	Post Masters	Sent Red Bluff and Mad River flyers to post masters in areas of workshops. Red Bluff Flyer: Mill Creek, Mineral, Paynes Creek, Red Bluff Mad River Flyer: Mad River, Ruth, Bridgeville
6-17-2010	CHP	Sent letters for Red Bluff & Mad River Workshops Mad River Flyer: CHP Arcata, Red Bluff Flyer: CHP Redding and Red Bluff.

Date	Contact	Action/Progress
6-17-2010	Platina Contacts	Sent flyer for the Red Bluff Public Workshop, to the Platina Store, and the Platina Volunteer Fire Department for posting and handouts.
6-17-2010	Shasta County Agency Contacts	E-mailed Red Bluff Flyer to Rick Simon, Scott Wahl, Pat Minturn & Leonard Moty.
6-17-2010	Red Bluff Chamber of Commerce	Sent flyer for the Red Bluff public workshop to be held on July 21st.
6-21-2010	Downtown Red Bluff Business Association	Sent flyer for the Red Bluff public workshop to be held on July 21st.
6-22-10	CAL FIRE-Red Bluff	Sent flyer for the Red Bluff public workshop to be held on July 21st. It was also distributed internally by CAL FIRE to stations in the vicinity of Red Bluff.
6-23-10	CAL FIRE-Hayfork and Fortuna	Sent flyer for the public workshop to be held on July 28th in Mad River.
6-24-2010	USFS Lassen National Forest- Almanor Ranger District	Informed that a Public Workshop will be scheduled in Chester.
6-29-2010	TCTC (Tehama)	Presented TCR background information to the Tehama Transportation Commission.
6-30-2010	Bridgeville Fire Department	Informed about the SR 36 TCR document update process and sent flyer for public workshop in Mad River. Requested comments about SR 36.
7-8-2010	Red Bluff Schools near SR 36	Sent Red Bluff workshop flyer.
7-8-2010	Red Bluff Chamber of Commerce and Downtown Red Bluff Business Association	Sent reminders for the upcoming Public Workshop in Red Bluff.
7-14-10	Greenville Rancheria	Sent notice for the Public Workshops to be held in Red Bluff and Chester.
7-14-10	Susanville Rancheria-Wanda Brown	Sent notice for the Public Workshops to be held in Red Bluff and Chester.
7-14-10	Greater Highway 36 Association	Sent notice for the Public Workshops to be held in Red Bluff and Mad River.
7-14-10	Media Release	News Release for Mad River Workshop distributed by Caltrans Public Information Office.
7-14-2010	Dinsmore Store in Bridgeville	Informed of the Public Workshop to be held in Mad River and provided a packet of flyers so they could make them available to customers.
7-15-10	HCAOG	Informed of news release distribution for the Mad River Workshop.
7-15-10	Susanville Rancheria	Provided information for public workshops to be held in Red Bluff and Chester.
7-21-2010	SR 36 TCR Public Workshop (Red Bluff)	Caltrans sponsored a Public Workshop in the City of Red Bluff at the Red Bluff Community Center to Gather public comments about SR 36 from community members.
7-28-2010	Media Release	News Release for Chester Public Workshop distributed by Caltrans Public Information Office.
7-28-2010	SR 36 TCR Public Workshop (Mad River)	Caltrans sponsored a Public Workshop in the community of Mad River at the Ruth Lake Community Center to Gather public comments about SR 36 from community members.
7-30-2010	Chester-Lake Almanor Chamber of Commerce	Chamber posted Chester Public Workshop information on the Chamber's website calendar.
8-3-2010	CHP & CAL FIRE	Sent notice for the Public Workshop to be held in Red Bluff.
8-3-2010	Tribes	Sent letter invitations to Tribal Chairs: Tasman Koyom, Maidu Nation, Wadatkuta Band of Northern Paiute of the Honey Lake Valley in Susanville, Greenville Rancheria, Susanville Rancheria, and Honey Lake Maidu.
8-3-2010	CAL FIRE	Sent Chester flyer to CAL FIRE stations in Red Bluff, Lassen-Modoc Units, Susanville, & Westwood/Eagle Lake station in Westwood
8-5-2010	Public and Community organizations	Sent Chester Public Workshop flyers to Post Masters in Susanville, Chester, Mineral & Westwood, Schools in Chester, Westwood and Susanville, Chambers of Commerce: Westwood, Lassen County, Indian Valley Chamber of Commerce, Bodfishbicycles, Sierra Institute for Community and Environment, Lassen County Economic Development Department, Plumas Local Agency Information Commission (Plumas LAFCo), Plumas Corporation, CollinsCo/Collins Pine.

Date	Contact	Action/Progress
8-5-2010	Lassen National Forest - Almanor Ranger Station.	Informed about Public Workshop in Chester by phone and e-mailed flyer.
8-5-2010	Plumas National Forest - Greenville Work Center, Plumas National Forest - Supervisor's Office	Sent Chester Public Workshop flyers.
8-10-2010	LCTC	Sent Chester Public Workshop invitations:
8-17-2010	SR 36 TCR Public Workshop (Chester)	Caltrans sponsored a Public Workshop in the community of Chester at the Chester Memorial Hall to Gather public comments about SR 36 from community members.
8-31-10	TCTC (Tehama)	Presented update for SR 36 TCR, shared some comments made by the public at the Red Bluff and Mad River meetings, overview of schedule and reminded them of web link that the Draft TCR will be posted for public viewing.
9-8-2010	Lassen Volcanic National Park (LVNP)	Attended a "Making Connections" meeting hosted by the park. Meeting focus to build healthy future for LVNP and its Gateway communities. Participating businesses, agencies, etc. discussed road systems that connect the four northern California counties of Shasta, Lassen, Plumas and Tehama to LVNP and discussions about expanding economic opportunities.
10-7-2010	Tehama TAC	Attended Tehama TAC meeting to update agency staff on progress of SR 36 TCR.
10-22-2010	Greater Highway 36 Association	Attended Annual meeting to provide an overview of what a TCR does and gathered comments from association members about concerns and issues they have about SR 36. A summary of comments is included in the document.
11-30-2010	TCTC (Tehama)	Informational Item providing comments received from members of the Greater Highway 36 Association Annual meeting as Agenda Item # 5.
9-15- 2011	Public	DRAFT SR 36 Transportation Concept Report posted on the Caltrans District 2 System Planning website page for public viewing and comment. Website link: http://www.dot.ca.gov/dist2/planning/conceptrpts.htm
9-21-2011	Native American Outreach letters sent to District 2 Tribes	Informational letter providing the website link to the DRAFT SR 36 TCR and welcoming comments.
9-23-2011	CHP	Informational letter sent to provide the website link to the DRAFT SR 36 TCR and welcome comments. Sent letters to area commanders of the California Highway Patrol dispatch centers and substations that would handle dispatch for SR 36.
9-27-2011	Honey Lake Maidu	Received comments.
9-27-2011	Greater Highway 36 Association	Sent letter to provide the website link to the DRAFT SR 36 TCR and welcome public comments.
September, 2011	Trinity, Tehama, Plumas, and Lassen Transportation Commissions	Presented DRAFT TCR to Transportation Agencies at meetings open to the public.
10-12-2011	Bear River Band of Rohnerville Rancheria	Received comments.
October through December 2011 (Dates yet to be completed.)	Trinity, Shasta, Tehama, Plumas, and Lassen Transportation Commissions	Presented completed TCR to Transportation Agency at meeting open to the public.

Abbreviations:
TAC – Technical Advisory Committee
HCAOG- Humboldt County Association of Governments
TCTC (Trinity)– Trinity County Transportation Commission
SCRTPA – Shasta County Regional Transportation Planning Agency
TCTC (Tehama)- Tehama County Transportation Commission
PCTC- Plumas County Transportation Commission
LCTC- Lassen County Transportation Commission

- Workshop information was sent directly to numerous media in the study area as well as individuals and listed organizations from the District 2 Title VI, database.
- Accepted comments via E-mail, telephone and written throughout the TCR development process.

This page intentionally left blank

Public Workshop

STATE ROUTE 36 TRANSPORTATION CONCEPT REPORT

Caltrans

CALIFORNIA 36

Wednesday, July 28 • 5:30-6:30 PM

Ruth Lake Community Hall

155C Van Duzen Road • Mad River

The purpose of the event is to provide the public the opportunity to discuss the future of State Route 36. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

FOR MORE INFORMATION:

Public Information
530-225-3260

Project Manager
Laura Rose
530-225-3139
laura_rose@dot.ca.gov

FHWA

CALTRANS IS AN EQUAL OPPORTUNITY AGENCY • FEDERAL LAW PROHIBITS DISCRIMINATION

02 CALTRANS DISTRICT 2

For individuals with disabilities, we will provide assistive services such as assistive listening devices, sign-language interpreting, real-time captioning, note-takers reading or writing assistance, or training/meeting materials in Braille, large print, on audiocassette, or on computer disk. To obtain such services or copies in one of these alternate formats, please call or write, a minimum or 20 working days prior to the event, to request these needed reasonable modifications: **Department of Transportation Attn: Equal Employment Opportunity Officer, 1657 Riverside Drive, Redding, CA 96001 (530) 225-3055 Voice, Voice, 711 Statewide TTY**

This page intentionally left blank

Public Workshop

STATE ROUTE 36 TRANSPORTATION CONCEPT REPORT

Caltrans

CALIFORNIA 36

Wednesday, July 21 • 5:30-6:30 PM

Red Bluff Community/Senior Center
Westside conference room
1500 S. Jackson St • Red Bluff

The purpose of the event is to provide the public the opportunity to discuss the future of State Route 36. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

FOR MORE INFORMATION:

Public Information
530-225-3260

Project Manager
Laura Rose
530-225-3139
laura_rose@dot.ca.gov

FHWA

CALTRANS IS AN EQUAL OPPORTUNITY AGENCY • FEDERAL LAW PROHIBITS DISCRIMINATION

CALTRANS DISTRICT 2

For individuals with disabilities, we will provide assistive services such as assistive listening devices, sign-language interpreting, real-time captioning, note-takers reading or writing assistance, or training/meeting materials in Braille, large print, on audiocassette, or on computer disk. To obtain such services or copies in one of these alternate formats, please call or write, a minimum or 20 working days prior to the event, to request these needed reasonable modifications: **Department of Transportation Attn: Equal Employment Opportunity Officer, 1657 Riverside Drive, Redding, CA 96001 (530) 225-3055 Voice, Voice, 711 Statewide TTY**

This page intentionally left blank

Public Workshop

STATE ROUTE 36 TRANSPORTATION CONCEPT REPORT

CALIFORNIA 36

Tuesday, August 17 • 5:30-6:30 PM

Chester Memorial Hall

500 Stone Avenue • Chester

(One block off Main Street on the Corner of Stone Ave & Gay St)

The purpose of the event is to provide the public the opportunity to discuss the future of State Route 36. There will be a brief presentation followed by an opportunity to talk about your interests. Please attend this workshop and share your views with us.

FOR MORE INFORMATION:

Public Information
530-225-3260

Project Manager
Laura Rose
530-225-3139
laura_rose@dot.ca.gov

FHWA

CALTRANS IS AN EQUAL OPPORTUNITY AGENCY • FEDERAL LAW PROHIBITS DISCRIMINATION

CALTRANS DISTRICT 2

For individuals with disabilities, we will provide assistive services such as assistive listening devices, sign-language interpreting, real-time captioning, note-takers reading or writing assistance, or training/meeting materials in Braille, large print, on audiocassette, or on computer disk. To obtain such services or copies in one of these alternate formats, please call or write, a minimum or 20 working days prior to the event, to request these needed reasonable modifications: **Department of Transportation Attn: Equal Employment Opportunity Officer, 1657 Riverside Drive, Redding, CA 96001 (530) 225-3055 Voice, Voice, 711 Statewide TTY**

This page intentionally left blank

Public Comments Summary- Mad River

Workshop Held in Mad River on July 28, 2010
State Route 36 Transportation Concept Report

Focus Area:

- There was a general consensus among the group that the number one concern for SR 36 west of Red Bluff is Buck Mountain – Single Lane Section:
  - Between Dinsmore and Humboldt - Post Mile 36 to 41 has a twenty-foot paved width and no centerline stripe.
    - Affects access to the coast.
      - Southern Trinity community goes to coast for shopping/services.
    - Affects overall route.
    - Safety and stability of highway.
    - A woman said that "I'll never see Buck Mountain fixed in my lifetime and it is very disappointing".
- Big rigs can get stuck which can result in a SR 36 road closure from hours to days.
  - Recently there was a long highway closure on a holiday weekend (3-days). The alternate route via Blocksburg & Zenia is not an optimal route especially for emergency vehicles.

Uses:

- Tourism - SR 36 is a revenue generator for local communities.
  - Tough drive for RV's from the coast to Buck Mountain and near Dubekella Mountain area near Trinity PM 37.
  - Ruth Lake area recreational vehicles (RVs).
    - Revenue to local economy
    - Additional signs and improved curves.
- Motorcycles
  - Banking of curves, drainage systems and roadway crowns affect ridability for motorcycles.
    - Road surface is important for traction.
      - Gravel from turnouts kicked into roadway. Pave the gravel pullouts.
      - Ridability is not very good for motorcycles (ripples on road).
        - Suggestion that designers keep motorcycles in mind as they design fixes for the roadway.
          - Suggested cutting patches perpendicular to moving traffic as opposed to angular patches.
          - Preference for roadway resurfacing over patching expressed.
    - Left turning vehicles ahead:
      - Good visibility at intersections in relationship to left-turns and emerging traffic can help.
    - Motorcyclists promote SR 36 as a vacation hot spot for motorcycle travel on the internet.
      - One of the top motorcycle highways in the nation.

- Motorcycle use seems to have increased considerably.
- Motorcycles commuting also use route.
- Add passing opportunities.
- Motorcycles crowding centerline and leaning over it.

- Trucks
  - United Parcel Service, Federal Express, U-hauls, and overnight delivery trucks deliver supplies using SR 36 a lot.
  - SR 36 is not a truck friendly road.
  - Timber industry
    - Sierra Pacific Industries (SPI)
    - Collins Pine in Chester
    - Associated California Loggers in Sacramento
      - Log Harvest / future traffic volumes
        - Obtain timber industry data regarding future harvest plans.
  - Suggestion for run-away ramps down McClellan near PM's 25 & 28 in Humboldt.
    - There are 10 % grade signs
  - From SR 3 Junction, SR 36 EB is Posted 55 mph. Actual travel speeds may be lower than posted speed; consider lowering posted speed.
- Horse Trailers
  - Hayfork to Red Bluff
  - Cited some favorable improvements that were made near Red Bluff that were done in a non-evasive way to allow some passing.

Maintenance:

- Caltrans does an incredible job on South Fork Mountain in winter!
- Rock fall onto highway:
  - Forest Glen to top of South Fork Mountain has rock fall that is maintained daily by Caltrans.
  - Between Dinsmore and Mad River, there is boulder and rock fall.
    - Suggestion was made to fence for rock fall.
- Feldmiller Road (PM R3.86) –just east of that intersection the road keeps sinking which causes cracking.
  - Caltrans does fix that location all the time per audience.
  - Needs a permanent fix.
  - In addition, there are other similar areas with cracking between Mad River and the top of South Fork Mountain.
- Caltrans cleaned up dumped junk trailer on TRI 36.

Wildlife & Livestock:

- Dinsmore area – indicated that there are deer migrations to Van Duzen River but there are no deer signs posted.
- There are Deer signs posted around Hayfork, but not near South Fork Mountain and Forest Glen.
  - Supposedly due to lack of data regarding deer concentrations.
  - Does CHP have any deer incident information in Forest Glen area?
  - Would like to see signs such as "deer next 9 miles".
- Warning flashing lights for cattle would be nice near junction SR 3/SR 36.

Future Concepts:

- Keep as 2-lane highway – Focus on more minor/focused improvements that will not change the character of the road.
  - Two curves near Dinsmore Store (Hum PM 42.10).
  - There are not many places for emergency vehicles to pullover.
    - Pave shoulders both Trinity and Humboldt especially at turnouts.
  - Use media, internet, Changeable Message Signs or Call boxes to alert drivers of conditions ahead, for example chain control.
    - Add sign in Red Bluff that road is closed x-miles ahead (ITS), similar to SR 299 in Redding for Buckhorn.
      - A person was 55 miles from Red Bluff before they found out SR 36 was closed due to snow.
    - Wildwood Store area another possible place to consider having a road-closed sign.

Other:

- Cell service signs – reconsider the prior decision of "no" signs to identify areas with cell phone reception.
- Limited cell service – call boxes possible alternative (may not be feasible).
  - Would like to see fiber optics in Caltrans Right of Way from Eureka to Susanville with access to communities.
    - Access to Caltrans trenches?
- Traffic volumes increase spring through fall.
  - Reference made to the Humboldt/Trinity area being the emerald triangle and traffic increase is both day and night.
    - During marijuana growing season traffic volume and speeds increase.
- Encroachment enforcement:
  - Access points added onto highway without permits. For example new unpermitted driveways with no paved aprons.
- "Move-over-law"- few places between Red Bluff to west of Dinsmore to pull over when meet emergency vehicle.
  - Need a place to get out of the way.
  - Region wide rural area issue
- CHP enforcement:
  - Large trucks passing on double yellow lines.
  - A separate comment was made that they appreciate not seeing law enforcement "all the time" – it's quiet here.
- A person who commutes from Hayfork to Mad River 3-4 times per week would like Caltrans to improve turn-outs beyond gravel. People don't readily use them as they are.
  - In Humboldt pave turn-outs too.
- On eastbound SR36 improve embankment on right side near the junction of SR 3 and SR 36.
- Road condition is better between Wildwood to Mad River, than it is between Dinsmore to Bridgeville.
  - Visibility and drivers travelling at high speeds near Redwood House Road (approximate HUM PM 11.5).
  - Sight distance- visibility of vehicles at intersections, left turns.

This page intentionally left blank

Public Comments Summary-Red Bluff

Workshop Held in Red Bluff on July 21, 2010
State Route 36 Transportation Concept Report

West of Red Bluff:

- Area heading west near "Buck Mountain" is very narrow and portions lack centerline and fog lines. Very important to address this area.

Red Bluff Area:

- Red Bluff Area long time resident (20 years) near Baker Road.
  - Asked about the current survey efforts on/near her property adjacent to SR 36.
    - Stakes out in front of her house today.
    - Note: The Project Manager for the Baker Curve Safety Project Manager, Chris Harvey, answered her questions a few days after the workshop and put her in touch with Caltrans Right of Way.
  - A comment that uses SR 36 for everything and loves the route.
- Riverside, McCoy, Hooker Creek, Beltway concept.
  - Four lanes out to Baker /McCoy.
- 18 year residents, Baker & Monroe Area.
  - See steady stream during commute hours in this area.
  - President Greater Highway 36 Association: Invited to Greater Highway 36 Association annual meeting at the Elks Lodge to be held Friday 10-22-10.
- Red Bluff Area:
  - Intersection SR 36/Main St. concern with RR tracks and high speeds.
  - Asked about timing of signal @ Home Depot.
    - Why does light activate @ Home Depot late (after 10PM) when Home Depot is closed?
  - Can timing of lights be changed in downtown Red Bluff to improve the movement of traffic through town?
- People drive faster than posted speed limit east of Monroe.
  - CHP in attendance from Oasis and Cascade Office (Sgt. Garcia) - suggested that if a traffic complaint form is filled out in the CHP office for speeding, traffic or intersection issues, an officer will be assigned to investigate.
- Consider adjacent "lane" for bicycles and other uses in Red Bluff area.
- Resident from the Baker & Monroe Avenue area mentioned sight distance on a curve closer to Baker road when headed east.
  - Curve just east of Baker Rd. between Monroe Avenue and Baker Road.

East of Red Bluff:

- Mineral Area long time resident lives off SR 36 east of Mineral near West Aspen Lane
  - Seasonal resident (June through September) and member of Mineral Homeowner's Association.

- Can't believe how good Caltrans takes care of the route. The road always looks good. This Mineral couple drives cross country to Florida every year and indicated that it is nice to get back onto SR 36 when they get home.
- Comment on 55 mph speed limit. Would like to see speed reduction.
- Sight distance when pulling onto SR 36 from West Aspen Lane (first street east of Mineral).

- Another person traveled to Susanville recently, overall good experience. SR 36 from Eagle Lake (near Susanville) and it's good from there east.
- East of Paynes Creek.
  - Concerned about trailers/boats being pulled behind vehicles & recreational vehicles. Also logging trucks were mentioned (slow vehicles).
    - Would like more passing lanes or pull-outs so vehicles can get around them.
  - There is an area of SR 36 with curvilinear alignment midway between Paynes Creek and Mineral, where community members would like to see curve improvements made.

Future Outlook:

What would you like to see in the future on SR 36?

- A person said that they used to use SR 36 to ride bikes a lot but now they would not ride along 36 due to traffic.
- 36 would be a great bike route & connector if it was planned right.
- Try now to incorporate for biking and walking.
- Make the route more of a recreational attractor.
- Four lanes or a lot of passing lanes on west side near Red Bluff.
- Oak Knoll Road (Near PM R33.7) will see an increase in traffic with development.
  - Four lanes on west side of Red Bluff.
  - Consider new road connection from proposed subdivision to access downtown and I-5.
- Lived here last 18 years and born and raised here:
  - Mostly travels between Paynes Creek to Red Bluff.
  - Also travels to Ishi Archery Club often (East of Red Bluff).
  - Four lanes might be needed, although hate to see it.
- Area east of Red Bluff to Lassen Volcanic National Park.
  - More passing opportunities/pullouts.
  - Bike lanes.
  - Lassen Volcanic National Park is a delight.
    - Interact with and involve Lassen National Park to improve route because the park has much attraction as a destination.
- Another couple that travels frequently suggested double decker roads (opposing directions above & below each other - cited a cantilevered roadway in Colorado as an example).

Public Comments Summary - Chester

Workshop Held in Chester on August 17, 2010
State Route 36 Transportation Concept Report

Between Red Bluff and Chester:

- Longer pull-outs.
- More pull-outs.
- Drivers run out of gas between Red Bluff and Chester. Nothing is available.
  - Add a device (Changeable Message Sign or Flashing Beacon) at the junction of State Routes 36/99 warning of no gas, in addition to the sign that is there, "next gas 60 miles."
    - Device could also warn of snow / chain requirements ahead.
- 25 mph/20 mph turns are an issue for RV's & trucks both.

Chester Area:

- Cross walks:
  - Would like improved visibility of Crosswalks and more of them in Chester.
    - Examples of visual cues for pedestrians.
      - Hand held orange flags for pedestrians to carry to make them more visible.
      - Add more pedestrian crossing opportunities- such as near the Chevron Station for pedestrians. Possible considerations enhanced crosswalk markings, flashing beacons, pedestrian refuges, or traffic signals.
- Lack of sidewalks.
- Create defined parking spaces.
  - Parking spaces alongside curb rather than angle parking.
- Expressed desire to see speed limit dropped at west end of town.
  - Enforceable speed limits.
- Opportunity for recreation in the area.
  - Pull-outs with picnic area at scenic spot (Near A-13).
  - Some potential with abandoned rail for bike & pedestrian access.
  - Hiking/biking trail across causeway?
- Deer herd underpass at Bailey Creek.
- A-13 intersection – add warning lights or signal.
- Snowmobile Park north of A-13: extend eastbound left turn lane for wintertime traffic turning off the highway to the park.

Chester to Susanville:

- Bicycles:
  - Up Fredonyer Summit, (increase shoulders or add lane).
  - SR 36 provides connectivity to Biz Johnson Trail.
- Crack patching can affect motorcycles.
- Fredonyer Pass
  - Widen both sides of Fredonyer Summit to four lanes.
    - A single lane downhill is not enough.

Susanville:

- Suggestion of lighted crosswalks or “piano key design”- similar to Redding.
- Some crosswalks have been removed-why?
- Speed limit on west end of town coming into Susanville.
  - 35 mph is posted for trucks, which is too slow at downgrade for cars.
    - Cars get stuck behind downhill trucks, and are forced to travel slower than posted speed for cars.
  - Add a lane downhill eastbound into town.
- One person favored an alternate route around Susanville, another did not.

Other:

- Evaluate need for more rest areas as recreational traffic increases.
  - East of Chester near causeway.
    - Especially @ scenic areas.
- Caltrans maintenance does a great job on SR 36.
  - Caltrans Maintenance people/ flaggers often waive at you- which shows they care.
- A multi-county Super Region (Napa to Sacramento and everything north) was recently established so as to better compete with projects from southern California.
- Lassen Volcanic National Park (LVNP) hosting “Making Connections” meeting to focus on building a healthy economic future for LVNP and its Gateway communities.

Greater Highway 36 Association – Annual Meeting

Held in Red Bluff on October 22, 2010

State Route 36 Presentation and Discussion

Comment Summary-*These notes are based on comments provided at the annual meeting, as well as, written comment cards, e-mail and phone calls received.*

Over 30 members attended this annual meeting and represented a mix of people including: residents who live along or near the route from both the District 1 and District 2 area, long-time members of the association, a Field Representative from California's 2nd Congressional District, a Tehama County Supervisor, Fortuna Mayor Pro Tem, a Fortuna Chamber of Commerce member, and Caltrans.

About Caltrans District 1 Area

Single lane section in Humboldt County:

- There is a section of highway in Humboldt County just west of Dinsmore that has a number of locations that are narrow with no centerline stripe (between Post Miles 36 and 41). ***There was a general consensus by the Greater Highway 36 Association that this section is the highest priority for improvement between Red Bluff and Fortuna within the next 20 years.*** Meeting attendees emphasized that the importance of providing two lanes with shoulders is safety, not fast travel.
- One member who had travelled from Fortuna to Red Bluff identified specific locations within the above Post Mile limits for improvements. The general comment was the roadway in these locations should be widened to allow striping for two lanes with shoulders.
    - HUM 36.9-37.1
    - HUM 37.44-39.2
    - HUM 39.2-39.5
        - Additional comment: appears more unstable and may have more issues; thus may need to repair this section last.
    - HUM 39.62-40.31
        - Additional comment: a truck could not make it through here a few years ago, causing the road to be closed for three days on a Holiday weekend.
- This narrow, curvy section is restrictive for emergency evacuations when SR 36 is used as a North State alternate route.
    - Emergency services, ambulance/ law enforcement need to have better access for residents and travelers.
- Both ends of SR 36 near Red Bluff and Fortuna are suitable for hauling freight, but not in the middle.

Other District 1:

- Widen shoulder of highway from Carlotta to Rhonerville for pedestrian and bicycle use.
- Redwood trees are near the roadway in District 1.

About Caltrans District 2 Area

- Before Mineral there are sharp turns with no guardrail.
- Trees shade highway up past Mineral and in higher elevations in Trinity County.
- There are some real sharp turns between Red Bluff and Wildwood, including:
    - Section between the junction of SR 3 to 5 miles west of Wildwood - straighten some curves and add guardrail.
    - Improve curve alignment at Post Mile TEH 27.37 (has a 25 mph sign). The curve warning sign and reflectors help some, but maybe there could be more done.
    - About one mile east of Basler Road, near PM TEH 28.22 and Canyon Road, the highway turns due north (has a 30 mph caution sign). Vehicles take this curve fast.
    - There is a nice long stretch of new highway and then it transitions into old highway at PM TEH 28.97. Vehicles take this curve fast.
    - Just before PM TEH 36.51, the next curve west of where the Dibble Creek Store was, is marked 35 mph. Vehicles take this curve fast.
    - Near Dibble Creek Fire Station there is a nice long stretch of new road and then it transitions at PM TEH 37.66. Vehicles take this curve fast.
- Near Red Bluff (PM 41.03): Railroad track crossing is not at a 90 degree angle, which makes it hard to look both ways when crossing.
- Consider temporary stop light at the Red Bluff Fairgrounds during major events.

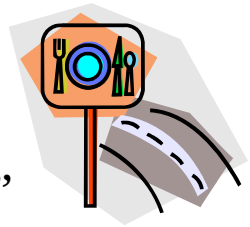
General Comments About Route 36

- Provide more pull-outs for slower vehicles to pull over.
- SR 36 is great for motorcyclists especially in spring.
- Consider closing the highway to trucks.
- Route has no rest areas west of Red Bluff and two east of Red Bluff. Would like to see more rest areas along the route.
- Scenic byways draw tourists; it would be nice to see SR 36 designated and signed scenic west of Red Bluff.
- Appreciation was expressed about the levels of maintenance and improvements between Fortuna and Red Bluff given recent financial constraints.
- The association appreciates District 2 efforts on this highway and that we are working with the association. The members would like District 2 representatives to attend the meeting in Fortuna next year (have both District 1 and 2 attend).

You are invited to the

Greater Highway 36 Association

Annual Meeting & Dinner



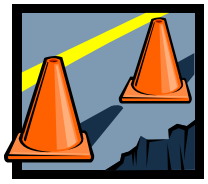
Friday, October 22, 2010

Afternoon Reception "Watering Hole"

Gathering & Hors d'oeuvres at 2 PM
at President Leland George's Home
21075 Hwy 36 West, Red Bluff

No Host Cocktails at 6:00 PM
Dinner at 7:00 PM
Red Bluff Elks Club
355 Gilmore Road, Red Bluff

Dinner options will include New York Steak or Chicken Cordon Blue
$23.00 per Person
Please make checks payable to Red Bluff Chamber of Commerce



Please R.S.V.P. by October 8, 2010
Red Bluff Chamber of Commerce at 530-527-6220
or 530-527-7167 or e-mail skmckenna@snowcrest.net

Guest Speakers:
Scott White, Office Chief - District 2 Office of System Planning
& Laura Rose, Associate Transportation Planner, Caltrans

This is your opportunity to express your views about the State Hwy 36 Twenty Year Plan. What are you thoughts about present conditions and what you would like to see on the route in the future? Your comments will be considered during the development of the Transportation Concept Report which is a long-range plan, that considers how the highway operates in the communities it passes through, and with respect to the entire State Highway System. Highlights of near-term and major projects programmed to begin will also be shared.

Those visiting Red Bluff may also like to attend one of our events that weekend. The Western Open Fiddle Championships are being held at the fairgrounds. Visit www.westernopenfiddle.com for more information. There is also a Chamber of Commerce event "Ribs, Rods & Rides" at the Rolling Hills Casino. It will include a hot air balloon festival, BBQ Ribs Cook Off, and a car show. More details are available at http://www.rollinghillscasino.com/_webapp_3145640/Tehama_County_Ribs,_Rods,_Rides.

This page intentionally left blank

October 2011

RE: **Greater Highway 36 Association Fall Meeting**
October 28, 2011 in Fortuna

The Greater Highway 36 Association invites you to participate in the annual gathering and dinner in Fortuna on **Friday, October 28, 2011**. A flyer is enclosed for more information.

Please RSVP to the Chamber at 527-6220 or Leland George at 527-4200 or e-mail jlgeorge@clearwire.net by October 24th. Please give us names, contact information and how many will be attending. You will be given a choice of selected menu items. The cost will be $17 per person and will be payable at the restaurant (cash or checks only). Please make checks payable to the "Fortuna Chamber of Commerce".

Everyone is also invited to caravan to Fortuna leaving the Red Bluff Chamber of Commerce parking lot at 10 AM on Friday. Let us know if you plan to join us.

We have also just been notified the "SR 36 Transportation Concept Report" draft is now available for your review. Please take a read before the meeting at the Caltrans website link http://www.dot.ca.gov/dist2/planning/pdf/36trafassess.pdf.

We hope you can join us for this annual outing and hear from Caltrans what are recent updates and plans for Highway 36.

Sincerely,

Leland George
Vice President
Greater Highway 36 Association
21075 Hwy 36 West
Red Bluff, CA 96080
530-522-4200
ljgeorge@clearwire.net

This page intentionally left blank

You are invited to the

Greater Highway 36 Association

Annual Meeting & Dinner

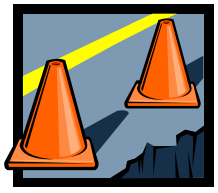
Friday, October 28, 2011

No Host Cocktails at 6:00 PM
Dinner at 6:30 PM
Business Meeting 7:15 PM

Las Cazuelas Restaurant & Cantina
435 North Fortuna Boulevard, Fortuna
"The Friendly City"

$17.00 per Person (payable at the door)
Please make checks payable to Fortuna Chamber of Commerce.

There will be presentations to learn about the latest improvements and plans for Highway 36 from Cal Trans Districts 1 and 2. There will be time for questions and answers. The business meeting will also include the Annual Election of Officers.



Please R.S.V.P. by October 24th

Call the Red Bluff Chamber of Commerce at 530-527-6220 or Leland George at 527-4200 or e-mail ljgeorge@clearwire.net. When making reservations, please leave names, telephone number and how many will be attending. If you have any questions or need to cancel, please call 530-527-4200.

Please let us know if you plan to join the Friday caravan leaving the Red Bluff Chamber at 10 AM. We will make several stops along Hwy 36 visiting businesses and observing the recent improvements.

For more information about places to stay and extending your visit to Fortuna and Humboldt County, check out these web sites http://www.discovertheredwoods.com/, http://humboldtsearch.com/ and http://sunnyfortuna.com/.

This page intentionally left blank

Public Involvement Website Links

Public involvement is an important part of the transportation planning process in California. The number and type of public involvement opportunities depend on the needs of a given transportation plan, program, or project. Through public workshops, hearings, open houses, task forces, citizen committees, commission meetings, and the media, the public is informed of transportation planning issues and given opportunities to comment on such plans or programs. These occur at the local, regional, or state agency levels.

The following websites provide more information on how Caltrans develops projects and links that can be used to get involved in the process.

Caltrans Website Links:

District 2 http://www.dot.ca.gov/dist2/ or call **Public Affairs office (530) 229-0511**

District 2 Caltrans projects: http://www.dot.ca.gov/dist2/projects.htm

District 2 Caltrans Program/Project Management: http://www.dot.ca.gov/dist2/ppm.htm

District 2 Caltrans News Releases: http://www.dot.ca.gov/dist2/roadinfo.htm#newsrelease

Information for **How Caltrans Builds Projects:**
http://www.dot.ca.gov/hq/oppd/proj_book/overview.pdf
http://www.dot.ca.gov/hq/oppd/proj_book/

Other Websites:

Environmental document summaries that have been prepared and posted during the project development stage can be found on the State Clearinghouse website (http://www.ceqanet.ca.gov/QueryForm.asp). The site includes environmental documents submitted to meet the California Environmental Quality Act (CEQA) requirements and some federal National Environmental Policy Act (NEPA) documents. The information can be searched for by county or city, and will include project title, project location, lead agency name, contact information and project description.

How Speed Limits are set. The process for setting speed limits is in the California Legislative Code-Vehicle Code (Sections 22348-22366). The California Department of Transportation and Tehama County must follow the applicable government code when setting speed limits and cannot arbitrarily set speed limits. For additional information the following websites:

http://www.motorists.org/speedlimits/home/do-speed-limits-matter/
http://www.motorists.org/speedlimits/home/state-speed-zoning-standards/

For information pertaining to **emergency roadwork** or for updates **scheduled for roadwork**, please contact the California Highway Information Network (CHIN) at **1-800-GAS-ROAD (1-800-427-7623)** or look on the following website to **check current highway conditions**: http://www.dot.ca.gov/dist2.

This page intentionally left blank

Appendix K: Capacity Analysis and Level of Service

Methodology:
The standard reference in highway capacity analysis is the **Highway Capacity Manual 2010** prepared by the Transportation Research Board (National Research Council, Washington, D.C.). The Highway Capacity Manual 2010 (HCM 2010) is a collection of the state-of-the-art techniques for estimating the capacity and determining the level of service for transportation facilities. The HCM 2010 represents a systematic and consistent basis for evaluating transportation facilities with procedures that are applicable nation-wide. The HCM 2010 builds upon and expands the procedures and methodologies in the 1950, 1965, 1985, 1994, 1997, and 2000 manuals as well as other related research projects.

Capacity Analysis:
The set of procedures and methodologies used for estimating the traffic-carrying ability of various transportation facilities is broadly referred to as capacity analysis. ***A principal objective of capacity analysis is to estimate the number of vehicles that a facility can accommodate during a specified period of time. Capacity analysis is also used to estimate the maximum amount of traffic that a facility can accommodate while maintaining a prescribed level of operation.*** Common outputs of capacity analysis are estimates of the quality of operation (level of service) for a given facility.

Capacity:
The capacity of a facility is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or uniform section of lane or roadway during a given time period under prevailing roadway, traffic and control conditions. It represents the flow rate that can be achieved during peak periods of demand. Capacity is affected by a number of factors such as lane and shoulder widths, density of access points, interchange spacing, grade, and types of vehicles in the traffic stream. Capacity values are determined differently by mode (auto, bus, pedestrian, bicycle) and by facility (freeway, highway, urban street, intersection, etc.).

Level of Service:
Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS are defined for each type of facility analyzed. Letters designate each level, from "A" to "F", with LOS "A" representing the best operating conditions and LOS "F" the worst.

Methodologies:
The HCM 2010 contains analytical methodologies for the following situations: urban streets, signalized intersections, unsignalized intersections, pedestrians, bicycles, two-lane highways, mulitlane highways, freeway facilities, basic freeway segments, freeway weaving, ramps, interchanges and transit. *Capacity and level of service is determined differently for each facility type, so direct comparisons across facility types should not be made*.

Two-Lane Highway Methodology – Chapter 15, HCM 2010:
A two-lane highway is an undivided roadway with two lanes, one for use by traffic in each direction. On a two-lane undivided highway, traffic flow is affected by a number of factors, including geometric conditions (curvature, lane widths, shoulder widths, etc.), sight distance and grade. Traffic flow in one direction is also influenced by traffic flow in the other direction. Travel speeds fall and time spent following other vehicles rises as volumes increase and traffic in the opposing direction reduces opportunities to pass.

The performance measures used to determine level of service for two-lane highways are percent time spent following, average travel speed and percent of free-flow speed. Percent time spent following is the average percentage of travel time that vehicles must travel in platoons behind slower vehicles due to the inability to pass. Average travel speed is the average of the travel time of all vehicles over a designated interval. Percent of free-flow speed is the ratio of average travel speed to free flow speed (approximately equal to posted speed) over a designated interval.

For purposes of analysis, two-lane highways are divided into three classes based on the primary type of use and driver expectations:

Class I –
These are two-lane highways on which motorists expect to travel at relatively high speeds. Two-lane highways that are major inter-city routes, primary arterials connecting major traffic generators, or primary links in state or national highway networks generally are assigned to Class I.

Class II –
These are two-lane highways on which maintaining high travel speeds are not necessarily the most important objective of motorists. Two-lane highways that serve as scenic or recreational routes, are not primary arterials, or pass through rugged terrain generally are assigned to Class II.

Class III –
Class III is applicable in situations where a two-lane highway passes through a small town, recreational area or other location with posted speed limits less than 55 mph. In these situations motorists primarily want to proceed at a reasonable speed and generally do not expect to have an opportunity to pass.

The level of service (LOS) for Class I highways is defined in terms of both percent time spent following and average travel speed. For Class II facilities, the LOS is defined only in terms of percent time spent following. The LOS on Class III segments is defined in terms of percent of free-flow speed. The tables below provide the criteria (break-points) for level of service for each facility type.

Level of Service Criteria for Two-Lane Highways in Class I		
LOS	**Percent Time Spent Following**	**Average Travel Speed (mi/h)**
A	≤ 35	> 55
B	> 35-50	> 50-55
C	> 50-65	> 45 –50
D	> 65-80	> 40-45
E	> 80	≤ 40
F	Vehicle flow rate exceeds capacity	

Level of Service Criteria for Two-Lane Highways in Class II	
LOS	**Percent Time Spent Following**
A	≤ 40
B	> 40-55
C	> 55-70
D	> 70-85
E	> 85
F	Vehicle flow rate exceeds capacity

Level of Service Criteria for Two-Lane Highways in Class III	
LOS	**Percent of Free-Flow Speed**
A	> .92
B	> .83-.92
C	> .75-.83
D	> .67-.75
E	< .67
F	Vehicle flow rate exceeds capacity

Source: Highway Capacity Manual 2010.

Appendix L
Tribal Fact Sheets

This page intentionally left blank

TABLE BLUFF RESERVATION
INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized
In the early 1900's, a church group purchased 20 acres, in the Eel River estuary, for homeless Wiyot people. The Federal Government later transferred this land into trust status in 1908. This land became known as the Table Bluff Rancheria of Wiyot Indians, now referred to as "the old Reservation". In 1958, the Federal Government passed the California Rancheria Act that terminated the Tribe in 1961. In 1975, the Tribe filed suit against the Federal Government for unlawful termination, (Table Bluff Band of Indians v. Lujan, United States), it was determined 1981,the Tribe's termination was unlawful and trust status was reinstated.

In 1982 the restored Wiyot Tribe formally adopted its Constitution, and membership roll of the Table Bluff Reservation.

In 1991, during another lawsuit regarding drinking water contamination and other sanitation issues on the old Reservation, the court mandated new land be purchased and the Tribe moved to another location. This location was approximately 1 mile away up on the bluff, and serves as the present Table Bluff Reservation. Some Wiyot people reside on the 88.5 acres of land called Table Bluff Reservation, 16 miles south of the City of Eureka. Currently there are over 400 members.

LAND BASE
The original 20 acres were put into fee simple under the individual families, but deemed to be under the Tribe's jurisdiction as long as held in Indian hands.

The Wiyot Tribe was also able to purchase back 1.5 acres of Indian Island in 2001. The Eureka City Council made history May 18, 2006 as they unanimously approved a resolution to return 60 acres, comprising the northeastern tip, of Indian Island to the Wiyot Tribe.

In addition to Tribal Trust land the Tribe claims ancestral territories, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT
Tribal Government- Consist of Tribal-Chair, Vice Chair, Treasurer, Secretary and two council members, members serve alternating 2 year terms.

Services: The Table Bluff Reservation offers several programs: Indian Child Welfare, Child Care, Higher Education/Grants, Social & Education programs along with the Johnson O'Malley Program, this program, which was created by an act of Congress in 1934, provides supplementary financial assistance to meet the unique and specialized education needs of Indian Children.

This page intentionally left blank

BLUE LAKE RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized
Due to the California Rancheria Act of 1958, the original Blue Lake Rancheria was terminated in the 1960s.

In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America)* ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated the Act. As a result, the Blue Lake Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. During the period (1959-83) when the Reservation was terminated, the BIA deeded two parcels of the Reservation land to the non-Indian town of Blue Lake, which are not yet recovered. Expansion of the land based at Blue Lake, both by return of the original two parcels and by further land acquisitions, is a top tribal priority, since there is insufficient land for members.

LAND BASE
Blue Lake Rancheria is federally recognized Indian reservation shared by Wiyot, Tolowa, and Yurok people. The Rancheria is located in northern California: 12 miles north of Eureka and 5 miles east of Arcata, it currently has 82 acres.

In addition the Tribe claims ancestral territories: Territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT
Blue Lake Rancheria Tribal Government is organized under a Constitution, with the enrolled Tribal members eighteen years of age and older who reside on the Rancheria comprising a General council and The Blue Lake Rancheria Business Council (Business Council) as the Tribe's governing body. The Assistant Secretary of Indian Affairs approved the Rancheria's Constitution on March 22, 1989, authorizing full governmental powers to the duly elected Business Council. The Blue Lake Rancheria's Business Council represents the Blue Lake Indian Tribe and has the authority to administer programs designed to meet the needs of American Indians residing on the Blue Lake Rancheria, and operates the majority of these programs through a P.L. 93-638 Self-Determination Contract.

The Tribe also runs the Blue Lake Casino and the Play Station 777 Gas and Convenience Store.

This page intentionally left blank

PASKENTA BAND OF NOMLAKI INDIANS
FACT SHEET

STATUS

Due to the California Rancheria Act of 1958, the Paskenta Band of Nomlaki Indians (Wintu) suffered termination of Federal recognition in 1959: The Rancheria was then sold to private parties. Despite the denial of federally recognized tribal status, the Paskenta Band maintained its tribal identity and culture while it worked for restoration as a Federally Recognized Native American tribe. On November 2, 1994, Congress enacted the Paskenta Band Restoration Act ("Restoration Act") and the Tribe received full tribal status.

LAND BASE

The land base is a 1898 +/- acre Reservation which is located in Tehama County, approximately five miles south of Corning, California, and is adjacent to Interstate 5, the Tribe recently purchased a 320 acre parcel adjacent to the reservation, and has petitioned to the Bureau of Indian Affairs for Trust land status.

In addition to Tribal Trust land the Tribes claims ancestral territories, in Tehama and adjacent counties in the Northern Sacramento valley, the territories represent the areas that were once inhabited by the Tribe to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT

The Tribe falls under the Indian Reorganization Act of 1934. The Tribes General Membership is 240 members all enrolled members are over 18 years old. The Tribes initial Constitution and bylaws was adopted in December 18, 1993. The Tribal Council consist of a Tribal Chair, Vice-Chair, Secretary and Treasurer.

The Tribe has developed a strong, diverse economic base for its 240 members and surrounding communities. There are now two hotels, a nightclub, traveler's center, and a hunting and fishing club at the Rolling Hills Casino. An RV park and an 18-hole golf course will open in 2007. In addition, the tribe has helped fund health care, public safety, education and other programs in the area while it also has pursued other economic development opportunities. Rolling Hills is one of the county's largest employers and has created additional jobs every year of its operation.

This page intentionally left blank

GREENVILLE RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized
Due to the California Rancheria Act of 1958, the original Greenville Rancheria (275 acres) and Tribal members were terminated from Federal Recognition. In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America*.) ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated the Act. As a result, the Greenville Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. The Greenville's Rancheria Tribal affiliation is Maidu, Wintu, Pit River and Washoe Indian.

LAND BASE
Land Status: The Tribe has no land in Trust with the Federal Government. At the original Rancheria site, the old church is still standing but is in non-native ownership In addition the Tribe also holds 11.5 acres of land in fee status in the city of Greenville where residential/ commercial/tribal offices and clinics are located, and 15 acres in Red Bluff that is used for economic development/clinics. Currently Greenville Rancheria has three fee- to-trust applications pending.

In addition to a Tribal fee land, the Tribe claims ancestral territories in Tehama, Plumas, Sierra and parts of Butte, Yuba, Glenn and Shasta counties, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

TRIBAL GOVERNMENT
The Tribe falls under the Indian Reorganization Act of 1934. The Tribal Council/Business Council meets every Wednesday of the month, the elected Council is made up of a Tribal Chairperson, Vice Chair, Secretary, Treasurer, and Members at large. The membership meetings are on the 2nd Saturday of the month, meetings are limited to members of the Tribe. There are 150 +/- enrolled Tribal members.

Services- The Tribe runs a medical and dental facility in Greenville, and Red Bluff, to serve tribal and non-tribal members.

This page intentionally left blank

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET

STATUS: Federally Recognized
The Susanville Indian Rancheria's original 30 acres were purchased August 15, 1923 under the Landless and Homeless Act, in which U.S. Congress provided funds to purchase land for Landless and Homeless California Indians. The original 30-acre parcel was purchased for California Indians living in and around the Susanville area. Because there were many landless and homeless Maidu, Paiute, Pit River, and Washoe Indians living in the general Susanville area, the Rancheria land was purchased and considered to have "federal status as a tribe". The individual Indians from the various named tribes thus became one political, governmental entity. The Susanville Indian Rancheria is acknowledged as the Recognized tribe, although there are four anthropological Tribes involved, each of which is recognized as political entities. Thus, the Federal Government recognizes only the Susanville Indian Rancheria as the political entity for the Tribes.

LAND BASE
The Susanville Rancheria Land-Base: The Rancheria consists of three established communities: Lower Rancheria (the Original 30 acre Rancheria), Upper Rancheria (120 acres), and Sierra Housing area in Herlong (72 acres) in addition, the Tribe recently acquired a 3.21 acres parcel adjacent to Lower Rancheria, and put into trust status on January 5, 2004, and also 875 acres adjacent to the Upper Rancheria- put into trust status on December 08, 2004. The Old Indian Cemetery consisting of .53 acres- entered into trust on December 7, 1981. Two other properties have not been put into trust, 80 acres (Ravendale), that was donated to the Rancheria in 1994, along with 160 acres (the Cradle Valley Ranch) located in the National Plumas Forest. Bringing the total land base to 1,100.74 acres in trust status and 240 acres in fee status.

In addition to Tribal Trust lands the Rancheria claims Ancestral boundaries, the boundaries represent the areas that were once inhabited by the Tribes to camp, hunt, fish and gathering of vegetation for food consumption and Basketry material, sacred ceremonial and Burial sites. (See attached map)

TRIBAL GOVERNMENT
The Governing body: The Tribe elected to Charter under authority of the Indian Reorganization Act (IRA) of 1934, and thus the approval of its constitution and bylaws by the Secretary of the Interior in 1969. The Governing body of the Susanville Indian Rancheria is the General Council, which is composed of all members who are at least eighteen years old or older. The General Council has delegated the responsibility of running the day-to-day business of the Rancheria to the Tribal Business Council, which is a seven-member board. The General Council members elect the Tribal Business Council every three years. The officers of the Tribal Business Council are: Chairman, Vice Chairman and Secretary/Treasurer, a District one Councilman, and a District two Councilman, and two members at large. The Tribe has a voting membership of 325, but including spouses and members under the age of eighteen; there is a population of 427 individuals associated with the Rancheria.

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET (continued)

The Susanville Rancheria services: Lassen Indian Health Center, the Tribal Health Program serves over 1,500 Native Americans in Lassen County, Other Services the Rancheria provides:

- Adult Education
- Adult Vocational Training/Job Placement
- After-School Tutoring
- Aid to Tribal Government Maintenance
- Community Fire Protection
- Environmental Quality
- General Assistance
- Housing Improvement
- Indian Child Welfare
- Johnson O'Malley
- Road
- Scholarships

In addition to services the Tribe runs the Diamond Mountain Mini-Mart, and Diamond Mountain Casino.

Susanville Rancheria's Commission & Committees:

Election Board: is to supervise, regulate, and conduct all elections of the Susanville Indian Rancheria.

Health Board: is to oversee the affairs of the Lassen Indian Health Center.

Housing Board: is to oversee the affairs of the SIR Housing Authority.

Diamond Mountain Mini-Mart Board of Directors: oversee the affairs of the Diamond Mountain Mini-Mart.

Gaming Commission: Tribal Gaming Commission is to reasonably inspect and regulate all Gaming within the jurisdiction of the Susanville Indian Rancheria.

Education Committee: is to oversee the Education Center's program, budget and activities as well as the Parent Advisory Committee.

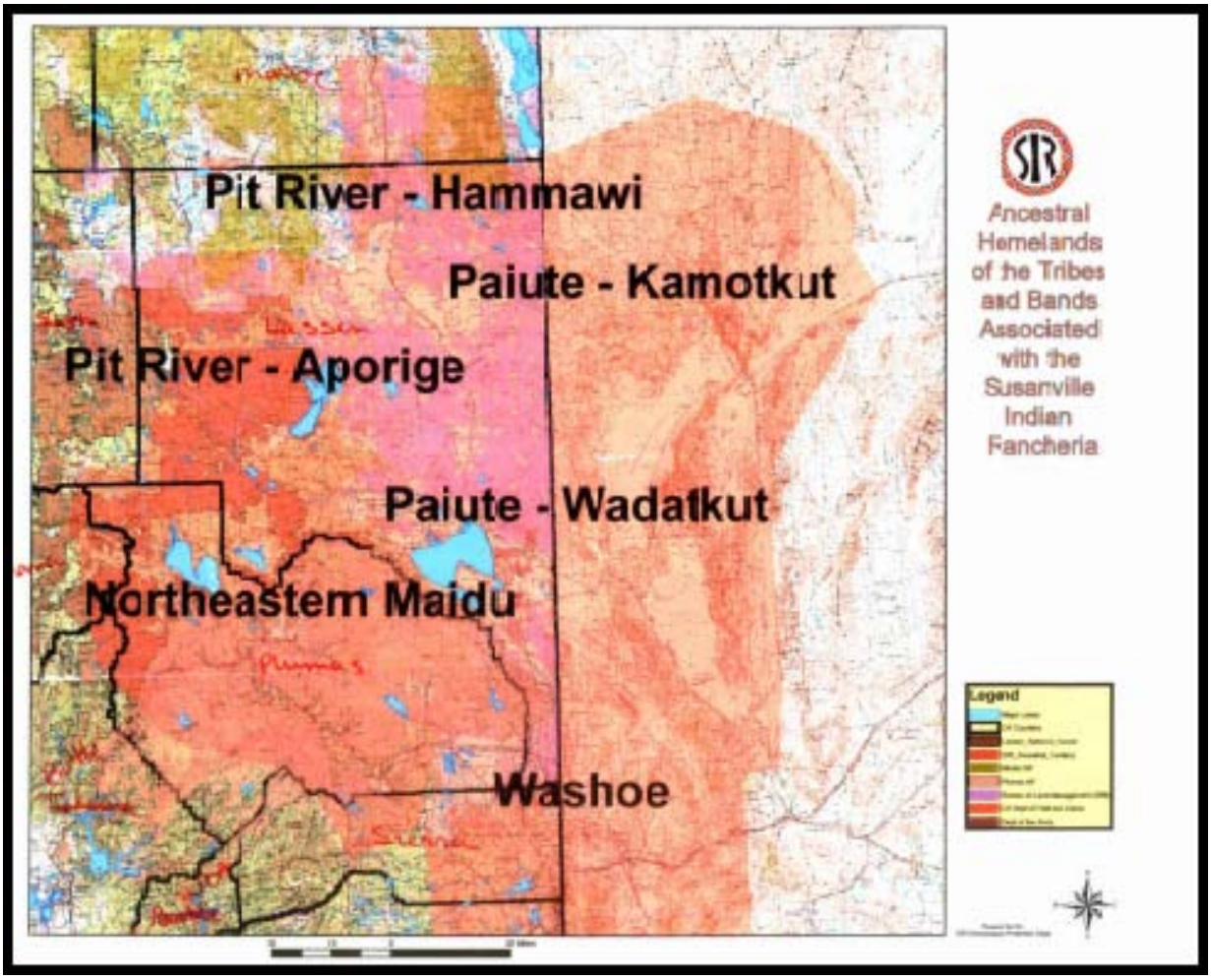
Enrollment Committee: Oversees Susanville Rancheria Tribal enrollment.

ICWA Committee: promotes the best interests of Indian children in Lassen County in child custody proceedings and offer secure foster family placement that achieves stability and security of the children and families.

Parent Advisory Committee: is responsible for the annual planning of programs and activities of the Education Center. The committee also participates in the development of the Education Center's services.

SUSANVILLE INDIAN RANCHERIA
INFORMATION AND COMMUNITY FACT SHEET (continued)

Tribal Government Liaison Committee: is to represent their respective tribe (Maidu, Paiute, Pit River, and Washoe) in cultural matters between the Susanville Indian Rancheria and other governmental agencies.



Susanville Indian Rancheria
745 Joaquin St.
Susanville,CA 96130
(530) 257-6264

Website: www.sir-nsn.gov

This page intentionally left blank

Along with the federally recognized tribes that are listed there are many non-federally recognized tribes that have been terminated or unacknowledged of federal status.

Non-federally recognized tribes do not have the benefit of living on federal trust lands, yet still retain their own governmental structures and functions. These tribes often represent distinct and separate cultures from federally recognized tribes and they continue their cultural traditions and their interest in protecting cultural resources throughout their aboriginal territories.

HUMBOLDT

Information Gathering still in progress

LASSEN

Honey Lake Maidu
United Maidu Nation
Wadalkuta Band of Northern Paiute of the Honey lake Valley

SHASTA

United Tribes of CA.
Winnemem-Wintu Tribe
Wintu Tribe of Northern CA.
Additional information in progress

SISKIYOU

Butte Valley Council
Shasta Nation
Winnemem-Wintu Tribe
Wintu Tribe of Northern CA.

TEHAMA

Honey Lake Maidu
United Maidu Nation
Tasman Koyom
Wintu Tribe of Northern CA.

TRINITY
Tsnungwe Council
Wintu Tribe of Northern CA.
Nor-Rel-Muk Band of Wintu Indians

This page intentionally left blank

Appendix M
Reference Listing

Annual Average Daily Truck Traffic on the California State Highway System 2007
California Log of Bridges on State Highways, California Department of Transportation
California Transportation Plan 2025 (April 2006)-update in progress
Highway Capacity Manual 2010- Transportation Research Board
Highway Design Manual- California Department of Transportation
General Plans: Counties of Humboldt, Trinity, Shasta, Tehama, Plumas, and Lassen.
Regional Transportation Plans: Counties of Humboldt, Trinity, Shasta, Tehama, Plumas, and Lassen.
ITS Architecture Plans for Trinity, Shasta, Tehama, Plumas and Lassen Counties.
Lassen County Transportation Commission: Coordinated Public Transit – Human Services Transportation Plan
Plumas County Transportation Commission: Coordinated Public Transit – Human Services Transportation Plan
Public Works Division of Highways- State of California Department of "California Highways and Public Works"
Regional Transportation Plan Guidelines. California Transportation Commission (CTC).
Shasta County Transportation Commission: Coordinated Public Transit – Human Services Transportation Plan
TASAS, Traffic Accident Surveillance and Analysis System
Tehama County Transportation Commission: Coordinated Public Transit – Human Services Transportation Plan
Transportation System Information Program (TSIP), California Department of Transportation, TSN
Westwood / Clear Creek Area Plan, November 2002, Lassen County Department of Community Development

Websites:
http://svhqgisapp1.dot.ca.gov/postmilewebclient/PostmileQueryTool.html - Caltrans, Office of GIS Postmile Services
http://msc.fema.gov/ - FEMA Map Service Center.
http://www.fws.gov/sacramento/es/ - US Fish & Wildlife Service – Sacramento Fish & Wildlife Office.
http://www.dfg.ca.gov/biogeodata/ - California Department of Fish and Game.
http://www.coastal.ca.gov/ - California Coastal Commission.
http://dot.ca.gov/ - Department of Transportation (Caltrans).
http://www.census.gov/ - US Census Bureau.
http://www.dot.ca.gov/hq/tsip/data.php - Division of Transportation System Information (TSI).
http://www.dot.ca.gov/hq/tpp/offices/ote/socio-economic.html - CA D.O.T., office of Transportation Economics.
http://www.fs.fed.us/ - US Forest Service.
http://www.nass.usda.gov/Statistics_by_Subject/Demographics/index.asp - United States Department of Agriculture – National Agricultural Statistics Service.
http://www.blm.gov/ca/st/en.html - U.S. Department of Interior Bureau of Land Management – California.
http://www.landwateruse.water.ca.gov/basicdata/landuse/counties/indexmap.cfm - Department of Water Resources California Land & Water Use.
http://www.dot.ca.gov/hq/traffops/trucks/ - California Department of Transportation, Office of Truck Services.
http://www.westcoastroads.com/california/ - AARoads.
http://www.cahighways.org/ - California Highways.
http://www.us-highways.com/usbt.htm - Highways From US 1 to (US 830).
http://en.wikipedia.org/wiki/ for State Route 36
http://ohp.parks.ca.gov/?page_id=21387 - California State Parks office of Historic Preservation.
http://www.dot.ca.gov/hq/traffops/permits/stars.htm - Caltrans Single-Trip Application and Routing System (STARS) database for truck permits and restrictions.

Bicycles:
Regional Bicycle Transportation Plan - County of Humboldt
Lassen County Bikeway Master Plan
Plumas County Bike Plan (Draft)
Shasta County Bike Corridors
Tehama County Bike Plan
Trinity County Bikeways Master Plan (2004)
Caltrans District 2 Cycling Guide
District 1 Bicycle Touring Guide

This page intentionally left blank

Appendix N
Glossary

State Route 36
Transportation Concept Report

Aa

Access Control: The condition where the right of owners or occupants of abutting land or other persons to access a highway is fully or partially controlled by public authority.

Agricultural Inspection Stations: These stations conduct agricultural inspections on all private and commercial vehicles near major borders.

Air Basin: An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

Air Quality: A general term used to describe various aspects of the air that plants and human populations are exposed to in their daily lives.

Americans with Disabilities (ADA): In 1990, the act was enacted, which prohibits discriminations against persons because of their disabilities.

Annual Average Daily Traffic (AADT): Traffic volume for the year divided by 365 days.

Arterials: a through road or street.

At-grade Crossings: A junction at which two or more intersections cross at the same grade

Attainment: Air quality status indicates that the area has never been designated non-attainment for that particular standard.

Audiences: External, semi-external, and internal.

Auxiliary Lane: The portion of the roadway for weaving, truck climbing, speed change, or other purposes supplementary to through traffic movement.

Average Daily Traffic (ADT): The average number of vehicles passing a specified point during a 24-hour period. Frequently used in relation to the "peak-month" average daily traffic.

Bb

Bicycle Status: The ability to ride the bike on the freeway or provide an alternate facility for bicycle travel.

Bicycle Transportation Account: This account provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

Blue Star Memorial Highways: A nationwide movement to designate highways for the nation's armed forces.

Bridge Preservation/Restoration: The goal is to prevent closures is to prevent route closures dues to bridge failures and to provide for the periodic rehabilitation of the 12,500 bridges on the SHS.

Bridges: Structures of more that 20 feet in length that span a body of water.

Bridge Scour: Scour is the removal of sediment (soil and rocks) from streambeds and stream banks caused by moving water.

Built: to make or to fabricate.

Cc

California Environmental Quality Act (CEQA): 1970 State legislation that requires that State agencies regulate activities with major consideration for environmental protection.

California Transportation Commission: A body appointed by the governor responsible for the STIP, the development of the RTP guidelines, and the statewide transportation policy.

California Truck Route Classifications: "California Legal" Trucks can use the STAA Network and California Legal Routes.

Caltrans or Department: California Department of Transportation.

Capacity: The maximum number of vehicles or persons that can pass a point on a roadway during a specified time period (usually one hour) under prevailing roadway, traffic and control conditions.

Capacity-Increasing Projects: Projects that allow for more capacity on the roadway such as adding a lane.

Carbon Monoxide (CO): A product of incomplete burning of fuel, produced by motor vehicles (the primary source), home heating, and, to a lesser extent, industrial activities.

Carpool: A group of people who share automobile transportation to designated destinations, usually alternating drivers and vehicles.

Chain Locations: These are the signed locations that drivers are allowed to stop and pit on chains.

Changeable Message Signs (CMS): Electronic signs that can change the message it displays. Often used on highways to warn and redirect traffic. Also referred to as variable or electronic message signs.

Class I Railroads: Railroads that consist of the largest amount of freight and have operating revenue of over $319 million (2006).

Class II Railroads: Railroads that consist of a mid-size amount of freight and have operating revenue of over $319 million (2006).

Cc (continued)

Class III Railroads: Railroads with an annual operating expense of less than $10 million and are usually short lines.

Classifications: Special designations for the freeway.

Clean Air Act: A 1990 environmental policy act relating to the reduction of smog and air pollution.

Clear Recovery Zone: An area clear of fixed objects adjacent to the roadway to provide a recovery zone for vehicles that have left the traveled way. A minimum clear recovery area of 20 feet on conventional highways and 30 feet on freeways and high speed expressways is desirable.

Climbing lane: A lane added on an uphill grade for use by trucks, recreational vehicles, and other heavy vehicles with speeds significantly reduced by grade.

Closed Circuit Television (CCTV): This ITS technology allows a camera to display remote verification of road and weather conditions, traffic conditions, and incidents. This television can have compatibility with other communication technologies, such as, cable TV, kiosks, and the Internet.

Collector: A roadway providing land access and traffic circulation within residential, commercial and industrial areas.

Collision Reduction: The goal of collision reduction category is to reduce the number of fatal and injury collisions.

General Commercial: The land use definition applies to a diversity of retail sales and services, office, and auto-oriented uses.

Commercial Airports: Publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service.

Concept LOS: A strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

Conformity: Process to assess the compliance of any Federally funded or approved transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Congestion: The condition on the freeway when travels speeds are reduced and the operating conditions are at LOS D or lower.

Congestion Mitigation and Air Quality Funds: This funding is for transportation projects and programs in non-attainment areas for air quality. Typical projects include HOV lanes, public transit incentives, and flexible work hours.

Content Sensitive Solutions/Design (CSS/D): Caltrans utilizes this process to ensure that transportation projects are in harmony with communities and preserve and enhance intrinsic qualities such as historic, aesthetic, and scenic resources.

Corridor: Generally refers to a geographic area that accommodates travel or potential travel.

Corridor of the Future: A US DOT initiative to encourage states to explore innovative financing as a tool to reduce congestion.

County: Governmental jurisdiction freeway/route is in.

Cultural Resources: Encompass archaeological traditional, and built resources including but not necessarily limited to buildings, structures, objects, districts, and sites.

Dd

Daily Vehicle-Miles of Travel (DVMT): An estimate of Annual Vehicle Miles of Travel is the product of AADT X Segment Length X 365 days.

Delay: The time lost while traffic is impeded by some element over which the driver has no control.

Demographics: refers to selected population characteristics.

Density: The number of vehicles per mile (or per lane per mile) on the traveled way at a given instant.

Design Speed: A speed selected to establish specific minimum geometric (horizontal, vertical, site distance) design elements for a particular section of highway.

Directional: Or of indicating a direction.

Directional Split: During the peak period, the directional distribution of traffic.

District: Department of Transportation Districts.

District 2: Department of Transportation, District 2, Redding office.

Divided Highway: A highway with separated roadbeds for traffic in opposing directions.

Ee

Economic Forecasts: Decision makers must use economic data to identify trends and project into the future.

Elevation: A location's height above a fixed reference point, often measured from mean sea level.

Emergency Response: The goal is to respond to earthquakes, floods, fires, and other emergencies to restore the roadway to full service.

Emissions Fee: This is a fee based on levels of emissions.

Enterprise Zone: An area identified by a city, county, or state government that makes a business moving into the zone eligible for special tax considerations, financing, special access to bids on government contracts, or other benefits from the government. Governments create enterprise zones because they want to revitalize depressed areas.

Erosion: The carrying away or displacement of solids usually by the agents of current such as, wind, water, or ice by downward movements in response to gravity or living organisms.

Exit Number: This is a unique numbering system for freeways across California.

Ff

Facility Concept: General term used to describe the number of lanes and degree of access control on a State Route or Freeway. The term can be used to describe the existing facility or the future facility that will be required to handle projected traffic volumes within adopted level of service standards.

Present Facility Concept: Defines the current built facility.

Twenty-Year Facility Concept: Defines the desired facility during the next twenty years.

Long-Range (Post Twenty-Year): Defines the facility that may ultimately be needed sometime beyond the twenty year planning horizon.

Farmlands: Rural agricultural areas.

Fatal-Plus-Injury Collision Actual: Contains specific data for collisions that are State highway related. Each collision record contains a ramp, intersection or highway Post Mile address that ties it to the highway database.

Fatal-Plus-Injury Collision Average: The Statewide Average Accident Rate (SWA) is based on a rated segment. The accident-rating factor (ARF) indicates how the existing segment compares to other segments on the State Highway System. The ARF is a comparison of then segment's accident rate to the statewide average accident rate for roads of the same type and having similar characteristics. Accident severity as well as accident frequency is considered in calculating the ARF.

Fatal-Plus-Injury per Million Vehicle Miles: The fatality rate of those killed in vehicles plus the injury rare of those injured in vehicles.

Federal Highway Administration (FHWA): An agency of the US Department of Transportation that funds highway planning programs.

Federal Transit Administration (FTA): An agency of the US Department of Transportation that funds transit planning and deployment programs.

Federally Recognized Tribes: Those Native American Tribes recognized by the US Bureau of Indian Affairs for certain federal government purposes.

Floodplain: is flat or nearly flat terrain adjacent to a stream or river that experiences occasional or periodic flooding.

Free Flow Speed: The average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by delay from traffic control devices.

Freeway: A divided arterial highway with full control of access and with grade separations at intersections. A freeway, as defined by statute, is also a highway in respect to which: (1) the owners of abutting lands have no right or easement of access to or from their abutting lands; or (2) such owners have only limited or restricted right or easement of access.

Freeway and Expressway System: The Statewide system of highways declared by the Legislature to be essential to the future development of California. This legislation was adopted in 1959.

Freeway Commercial: The land use definition applies to a diversity of retail sales and services, office, and auto-oriented uses surrounding the freeway interchange.

Functional Classification: Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterials and Major Collectors).

Gg

Gateway: A location where traffic was collected for the O & D study.

General Aviation: General aviation refers to all flights other than military and scheduled airline flights, both private and commercial.

General Issues: Description of segment concerns.

General Plans: A policy plan of acceptable land uses in each jurisdiction. Each city and county adopts and updates their General Plan to guide the growth and land development of their community, for both the current and long term.

Geometric Design: Geometric design is the arrangement of the visible elements of a road, such as alignment, grades, sight distances, widths, slopes, etc.

Goods Movement: The general term referring to the goods or produce transported by ship, plane, train, or truck.

Grade: As used in capacity analysis, grade refers to the average change in elevation on the segment under study, expressed as a percentage.

Hh

High Emphasis Routes: Routes that are characterized as being the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical to interregional travel and the state as a whole.

High Occupancy Vehicle (HOV): Term for multi-occupant highway vehicles such as buses, jitneys, vans and carpools.

High Priority (Demonstration): Provides designated funding for specific projects (commonly referred to as demonstration projects) identified by Congress during reauthorization of the Federal Transportation Act.

High Priority Routes: Routes part of the NHS that are selected through Congress to be critical links in the transportation system.

Highway: Term applies to roads, streets, and parkways, and also includes right of way, bridges, railroad crossings, tunnels, drainage structures, signs, guard rails, and protective structures in connection with highways.

Highway Advisory Radio (HAR): An ITS technology that provides valuable information to travelers through prerecorded messages that contain traffic information, road conditions, chain requirements and road closures, etc. Transmission is generally accomplished through low-powered AM broadcast.

Highway Capacity Manual (HCM): Updated in 2000 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation defined as Level-of-Service of transportation systems.

Highway Capacity Software (HCS): Implementing software tool designed to replicate procedures in the HCM.

Hh (continued)

Highway Planting: Vegetation placed for aesthetic, safety, environmental mitigation, or erosion control purposes, including necessary irrigation systems, inert materials, mulches and appurtenances.

Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize $19.925 billion of state general obligation bonds for specified purposes.

Highway Trust Fund: Federal user fees on gasoline, etc. go into this fund. Used to reimburse states for Federal-aid projects.

Historic Highways Program: By application to Caltrans, a local agency or private group may designate and sign an area that was former U.S. Highway 99.

Hydrology: The study of the movement, distribution, and quality of water throughout the Earth.

Ii

IMPROVED LOS: This represents the LOS that will be achieved if identified capacity improvements are completed.

Incident: Any occurrence on a roadway that impedes the normal flow of traffic.

Incident Management: the activities of an organization to identify, analyze, and correct hazards.
Intactness: 00The integrity of visual order in the natural or built landscape, and the extent to which the landscape is free from visual encroachment.

Intelligent Transportation Systems (ITS):. Use of transportation technology that enhances the safety and efficiency of vehicles and roadway systems.

Initial Site Assessment (ISA): are conducted to discover potential sources of hazardous wastes and potentially contaminated areas within and adjacent to existing and proposed Caltrans rights of way.

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

Interchange Density: The average number of interchanges per mile, computed for 6 miles of freeway including the basic freeway segment.

Intermodal: The ability to connect, and make connections between modes of transportation.

Intermodal Corridor of Economic Significance (ICES): Significant National Highway System (NHS) Corridors that link intermodal facilities most directly, conveniently, and efficiently to intrastate, interstate, and international markets.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: Federal transportation legislation signed into law in 1991 that substantially changed the way transportation funding decisions are made. The Act emphasized diversity, balance of modes, and the preservation of the existing system. It was superseded by TEA 21 in 1998.

Interregional Road System (IRRS): A series of interregional state highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

Interregional Transportation Strategic Plan (ITSP): The ITSP identifies six key objectives for implementing the Interregional Improvement Program and strategies and actions to focus improvements and investments. This document also addresses development of the interregional road system and intercity rail in California, and defines a strategy that extends beyond the 1998 State Transportation Improvement Program (STIP).

Interstate 5 (I-5): The main Interstate highway on the West Coast of the United States paralleling the Pacific Ocean.

Intersection: The general area where two or more roadways join or cross, which include roadside facilities for traffic movements in that area.

Interstate Highway System: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The Interstate System also connects the US to internationally significant routes in Mexico and Canada.

Jj

Kk

K-factor: The two-way peak hour percent of AADT.

Ll

Land Use: The human modification of natural environment or wilderness into built environment such as fields, pastures, and settlements.

Lane Width: The arithmetic mean of the lane widths of a roadway in one direction expressed in feet.

Level-of-Service (LOS): A rating using qualitative measures that characterize operational conditions within a traffic stream.

LOS AADT: Term used to describe the quality of traffic flow on a typical day on the facility.

LOS Peak: Term used to describe the quality of traffic flow on a peak day on the facility.

Level terrain: A combination of horizontal and vertical alignments that permits heavy vehicles to maintain approximately the same speed as passenger cars; this generally includes short grades of no more than 1 to 2 percent.

Lifeline Route: A route on the State Highway System that is deemed so critical to emergency response/life safety activities of a region or the state. It must remain open immediately following a major earthquake, or for which preplanning for detour and/or expeditious repair and reopening can guarantee the through movement of emergency equipment and supplies.

Local Street or Local Road: A street or road primarily for access to residences, businesses, or other abutting property.

Ll (continued)

Local Transportation Commission (LTC): A designated transportation planning agency for a county which is not within the jurisdiction of a statutorily created Regional Transportation Planning Agency or a Council of Governments. Along this route, Siskiyou and Tehama Counties have these commissions.

Location: Limits for the sgement.

Long-Range Facility Concept: The facility that be ultimately needed beyond the Twenty-Year Facility Concept.

Mm

Maintenance Stations: Facilities used by Caltrans to maintain the highway year round.

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

> **Median Barrier:** The type of barrier present in the roadway.
>
> **Median Type**: The type of divider present in the roadway.
>
> **Median Width:** The arithmetic mean of the median widths of a roadway expressed in feet.

Metropolitan Planning Organization (MPO): By federal provision, the Governor designates this organization by principal elected officials of general-purpose local governments. MPOs are established to create a forum for cooperative decision-making. Each MPO represents an urbanized area with a population of over 50,000 people.

Mitigation measures: Actions to reduce the impact of a project.

Mobility Improvement: The goal is to reduce congestion and restore productivity on the State Highway System.

Modal Options or Mode: Different types of transportation. Some examples include auto, bus, rail, airplane, and ship.

Mountain Summits: The height of a mountain is measured as the elevation of its summit above mean sea level.

Mountainous terrain: A combination of horizontal and vertical alignments causing heavy vehicles to operate at crawl speeds for significant distances or at frequent intervals.

Multimodal: The availability of transportation options using different modes within a system or corridor.

Multilane freeway: A highway with at least two for the exclusive use of traffic in each direction, with no partial or control of access, but they may have periodic interruptions to flow at signalized intersections no closer than 2 miles apart.

Nn

National Ambient Air Quality Standards (NAAQS): Standards established by the US EPA that apply for outdoor air throughout the country.

National Environmental Policy Act (NEPA): 1969 legislation requiring all Federal agencies to prepare an environmental impact statement evaluating proposed Federal actions which may significantly affect the environment.

National Forest Scenic Byway: A U.S. Forest Service byway designation which is recognized by Congress in the National Scenic Byways Program of the Federal Highway Administration.

National Highway System (NHS): ISTEA established a 155,000-mile NHS to provide an interconnected system of principle arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel.

National Network (NN) for Trucks: This network is comprised of the National System of Interstate and Defense Highways, examples are I-10, I-5, and I-80. The NN, Terminal Access, and Service Access routes together make up the "STAA Network."

National Scenic Byway: The U.S. Secretary of Transportation designated certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historical, natural, recreational, and scenic qualities.

Natural: existing in or formed by nature.

Natural Occurring Asbestos (NOA): Includes fibrous minerals found in certain rock formations. When airborne NOA is inhaled, these thin fibers irritate tissues and resist the body's natural defenses.

Nitrogen Dioxides (NO_2): It is one of the several nitrogen oxides that are products of high-compression internal combustion engines, power plants, and other large burners.

Nomlaki Highway: A designated portion of I-5 between the interchanges of Gyle Road and Flores Avenue for the Nomlakli Tribal Government.

Non-attainment: Areas with air quality levels that exceed the standard for specific pollutants.

Non-federally Recognized: Those Native American Tribes not recognized by the US Bureau of Indian Affairs for certain federal government purposes.

Nonmotorized Transportation: Transportation that includes bicycle and pedestrian travel to permit the transport of people.

Northbound (NB): Moving towards the north.

Northern Sacramento Valley: This 46-mile region runs from Mountain Gate in Shasta County to Dunsmuir in Siskiyou County. Key issues in this region include: high percentage of truck traffic, no parallel links, limited detours (detours can exceed 115 miles), limited services, limited development, high Federal/State land ownership, sensitive environmental/cultural/historical locations, harsh winter conditions, portions of divided alignment with major differences in elevation and mostly mountainous terrain.

Number of Lanes: Amount of lanes on the freeway.

Oo

Operational Improvements: Improvements addressing deficiencies related to the flow and movement of traffic without expanding design capacity. Some examples include adding auxiliary and truck climbing lanes, ramp metering, and intelligent transportation systems.

Origin and Destination (O & D) Study: A study used often to understand travel patterns in an area.

Pp

Parallel or Connecting Routes: A local road auxiliary adjacent to an arterial highway for service to abutting property and adjacent areas and for control of access.

Paratransit: An alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. Typically vans or mini-buses are used to provide paratransit service and often the service is for individuals with disabilities who are unable to use fixed route transportation systems.

Park and Ride Lot: Park and Ride lots provide a location for free parking for commuters.

Particulate Matter (PM_{10}): Mostly carbon particles much like soot; however, fine particles of dust, metals, asbestos and suspended droplets are also found. Produced by industry, motor vehicles and natural processes. Fugitive dust comes from such sources as agricultural tilling, construction, mining and quarrying, paved and unpaved road, and wind erosion.

Passing Lane: A lane added to improve passing opportunities in one direction of travel on a two-lane highway.

Peak Hour: The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.

Peak Hour Factor: The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour; a measure of traffic demand fluctuation within the peak hour.

Peak Month: The average daily traffic for the month of the heaviest flow.

Posted Speed: A road speed limit is the maximum speed as allowed by law for road vehicles.

Post Mile (PM): The mileage measured from the southern county line or from a beginning or a route. Each Post Mile along the route in a county is a unique location in the California State Highway System.

Post Mile Prefix: The post miles are prefixed with an alpha code whenever the location on the route is not an original post mile. Examples of prefixes. R (first realignment, when a section of the road is relocated), L (overlap post mile) and E (post mile equation).

PrePass: A high speech weigh in motion technology used at the three weight stations on I-5 and enables registered heavy vehicles to legally bypass open weigh stations after electronic verification of their size, weight, registration, safety inspection, and other credentials.

Programming: Process of scheduling high-priority projects for development and implementation.

Project Initiation Documents (PIDs): Documents that identify in detail the cost, scope, and schedule of a project and provide the basic information necessary for better understanding the nature of the project. A PID must be completed for any project to be programmed.

Project Report: Report summarizing the feasibility of needs, alternatives, costs, etc., of a proposed transportation project affecting state transportation facilities. Often project reports consist of a Transmittal Letter and a draft environmental document.

Public Participation: The active and meaningful involvement of the public in the development of transportation plans and programs.

Public Transportation: Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point or another. Routes and schedules may be determined through a cooperative arrangement.

Public Transportation Account(PTA): The purpose of the PTA is to promote the development of a public transportation infrastructure by providing funds to local and state transportation agencies primarily for transit (including bus and rail) purposes.

Qq

Qualitative: Descriptions based on quality rather than on quanity.

Queues: A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate of the front of the queue determines the average speed within the queue.

Rr

Rail Freight: The transport of goods along railroads.

Ramp: A connecting roadway between a freeway or expressway and another highway, road, or roadside area.

Ramp Metering: A traffic management strategy that utilizes a system of traffic signals on freeway entrance and connector ramps to regulate the volume of traffic entering a freeway corridor. This is to maximize the efficiency of the freeway and thereby minimize the total delay in the transportation corridor.

Redevelopment Agency: California State law allows local governments to establish Redevelopment Agencies. A Redevelopment Agency is established to define and address areas within the City that require redevelopment, due to blight, lack of affordable housing, and/or economic distress within a given geographic area.

Region: A broad geographic area distinguished by similar features.

Regional Blueprint Program: A state initiative that encourages regional agencies to seek input from the public and do a comprehensive visioning exercise set 20- to 40 years in the future.

Rr (continued)

Regional Improvement Program (RIP): Statutes of 1997, Chapter 622 (SB 45), established the Regional Improvement Program, which includes projects that are needed to improve transportation within the region. The projects may include, but are not limited to, improving State highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Only projects planned on State highways are to be included in this program.

Regional Transportation Plan (RTP): RTPs are mandated planning documents developed by MPOs and RTPAs in cooperation with Caltrans and other stakeholders. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding and propose investments.

Regional Transportation Planning Agency (RTPA): Created by AB 69 to prepare regional transportation plans and designated by the Business, Transportation, and Housing (BT&H) secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily-created agencies.

Rehabilitation: Activities that preserve the quality and structural integrity of a roadway by supplementing normal maintenance activities.

Resolution: a written motion adopted by a deliberative body.

Resurfacing: A supplemental surface or replacement placed on an existing pavement to restore its riding qualities or increase its strength.

Ridesharing: Transportation system management (TSM) technique providing the systems and management to facilitate carpooling, vanpooling, and increasing transit usage.

Right of Way: Real estate acquired for transportation purposes, which includes the facility itself (highway, fixed guideway, etc.) as well as associated uses (maintenance structures, drainage systems, roadside landscaping, etc.)

Roadside: A general term denoting the area adjoining the outer edge of the roadbed. Areas between the roadbeds of a divided highway may also be considered roadside.

Roadway: That portion of the freeway including the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Roadway Preservation: The goal is to keep the distressed roadway lane miles at a steady state.

Roadway Rehabilitation: Improving the roadway through grinding and replacing roadway surfacing, curb and gutter, storm water collection inlets, signs, and pavement markings.

Road Weather Information Systems (RWIS): This ITS system collects pavement temperature, visibility, wind speed and direction, and precipitation data and presents the data in a useable format to transportation system operators. This information can be provided for the traveling public.

Rolling terrain: A combination of horizontal and vertical alignments causing heavy vehicles to reduce their speed substantially below that of passenger cars but not to operate at crawl speeds for a significant amount of time.

Roundabouts: A road junction at which traffic streams circularly around a central island.

Route: 5.

Route Development Tean (RDT): Internal Caltrans staff (mostly functional managers) providing information to the Project Manager.

Rural: An area with widely scattered development and a low density of housing and employment.

Ss

Sacramento River Canyon: This 46-mile region runs from Mountain Gate in Shasta County to Dunsmuir in Siskiyou County. Key issues in this region include: high percentage of truck traffic, no parallel links, limited detours (detours can exceed 115 miles), limited services, limited development, high Federal/State land ownership, sensitive environmental/cultural/historical locations, harsh winter conditions, portions of divided alignment with major differences in elevation, and mostly mountainous terrain.

Sales Tax Measures: In the California State Constitution and authorizes cities and counties to impose up to one percent additional local sales taxes for transportation if approved by the voters in the local jurisdiction.

Sandhouses: Storage facilities for abrasives and deicers.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) : In August 2005, the president signed this act authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Safety Roadside Rest: A roadside area provided for motorists to stop and rest for short periods. It includes paved parking areas, drinking water, toilets, tables, benches, telephones, information panels, and may include other facilities for motorists.

Section 4(f): This act stipulated that the FHWA and other DOT agencies cannot approve the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless there is no feasible and prudent alternative use of land and the action includes all possible planning to minimize harm to the property resulting from use.

Segment: A portion of highway identified for analysis that is homogenous in nature.

Segment #: A specific route/county/number for each segment.

Segment Description: Provides the starting and ending locations for a segment. Usually a segment breaks at a county line, interchange, structure, or change in number of travel lanes.

Segment Improvements: List of upgrades that could be made to a specific segment.

Seismic: Caused by an earthquake or earth vibration.

Shasta Valley: This 43-mile region runs from Dunsmuir in Siskiyou County to Yreka in Siskiyou County. Key issues in this region include: high percentage of truck traffic, a steep summit at Black Butte, harsh winter conditions, high winds conditions and widely varying types of terrain.

Ss (continued)

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.

> **Inside Shoulder:** Left hand side of roadway with solid line.
>
> **Outside Shoulder:** Right hand side of roadway with solid line.

Signalized Intersection: A place where two roadways cross and have a signal controlling traffic movements.

Signed HAR: Signed for the Highway Advisory radio.

Siskiyou Mountains: This 18-mile region runs from Yreka in Siskiyou County to the California/Oregon Border. Key issues with this region include: high percentage of truck traffic, limited detours, limited services, limited development, harsh winter conditions, high winds, steep grades and a combination of mountainous and rolling terrain.

Siskiyou Mountains: This 18-mile region runs from Yreka in Siskiyou County to the California/Oregon Border. Key issues with this region include: high percentage of truck traffic, limited detours, limited services, limited development, harsh winter conditions, high winds, steep grades and a combination of mountainous and rolling terrain.

Socio-economics: The study of the relationship between economic activity and social life.

Southbound (SB): Moving towards the south.

Stakeholders: In transportation, stakeholders include FHWA, CTC, RTPAs and Transportation Commissions, transportation departments, cities and counties, Native American Tribal Governments, economic development, business interests, resource agencies, transportation interest groups, the public, and the Legislature.

State Highway Operation and Protection Program (SHOPP): A four-year program limited to projects related to state highway safety and rehabilitation.

State Highway System: The intent of this state legislation was to identify a set of routes in the state that serve the heavily traveled rural and urban corridors, connect the communities and regions, and support the economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

State Implementation Plan (SIP): Plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards.

State Routes: State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

State Transportation Improvement Program (STIP): Biennial document, adopted by the California Transportation Commission (CTC), which provides the schedule of projects for development over the upcoming five years.

Strategic Highway Network (STRAHNET): A network of highways important to the United States strategic defense policy and which provides defense access, continuity, and emergency capabilities for the movement of personnel, materials and equipment in both peace time and war time.

Surface Transportation Assistance Act Network (STAA): The National Network (NN), Terminal Access (TA) and Service Access Route make up this network. These routes allow STAA trucks.

Surface Transportation Assistance Act (STAA) Trucks: This act required states to allow larger trucks on the National Network (NN) which is comprised of the Interstate State plus the non-Interstate System Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KRPA) distance, (3) unlimited length for both vehicle combinations, and (3) width up to 102 inches.

State Highway Account (SHA): The State Highway Account is used for the deposit of all money from any source for expenditure for highway purposes including major and minor construction, maintenance, right-of-way acquisition, improvements and equipment, services, investigations, surveys, experiments and reports.

Tt

Telecommuting: The substitution, either partially or completely, of transportation to a conventional office through the use of computer and telecommunications technologies (telephones, personal computers, modems, facsimile machines, electronic mail, etc.)

Terminal Access (TA) Routes: Terminal Access routes are portions of State routes, local roads that can accommodate STAA trucks. TA route allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Terrain: The surface features of an area of land; topography. In capacity analysis, classification falls into one of three categories: level, rolling, or mountainous. The terms "terrain" and "grade" are not interchangeable (see "Grade").

> **Level:** The land surrounding the highway is level or nearly level. The most typical example of level terrain is a valley.
>
> **Rolling:** Land in the vicinity of the highway is composed of low hills, dips and rolls, or other types of undulations. Rolling terrain is found in many locations, including the foothills surrounding the Central Valley of California.
>
> **Mountainous:** Terrain with extensive, steep slopes (often in excess of 6 percent) that may rise sharply on one side of the highway while dropping away rapidly on the other.

Three C Process (3C): "Continuing, cooperative and comprehensive" planning process. Required of metropolitan planning organizations (MPOs) as a condition for receiving federal capital or operation assistance.

Toll Roads: Sum levied on users of certain roads, canals, bridges, tunnels, and other such travel and transportation infrastructure, primarily to pay for construction and maintenance.

Topography: The surface features of the land that a highway passes through (i.e. the topographic features of the surrounding land).

Tt (continued)

Traffic Count Stations: There are three types of traffic count stations on the highway:

Control stations: Counted in one-hour intervals by direction.

Profile counts: Obtained on conventional highways and expressways got one to seven days in order to determine the number of vehicles at points of significant change.

Classification counts: Generally collected at control station sites or at locations or significant truck traffic.

Traffic Noise: The level of highway traffic noise depends on three things: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of the traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks.

Traffic Projections: Estimates of future traffic growth.

Traffic Accident Surveillance and Analysis System (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System, Accidents can be selected by location, highway characteristics, accidents data codes or any combinations of these.

Traffic Conditions: Any characteristics of the traffic stream that may affect capacity or operation, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commutes and recreational drivers).

Traffic Impact Fees: One-time fees typically paid when a building permit is issued and paid to development projects to local agencies responsible for regulating land use (cities and counties) to mitigate their traffic impacts.

Traffic Monitoring Stations (TMS): Stations are electronic devices that are installed along the freeway to monitor traffic conditions on a freeways segment. The real-time data that the monitoring stations collect are the traffic volumes and occupancy. This data is then used for incident detection, ramp metering control, and the data collections/analysis through the Central Management Applications for efficient incident response.

Traffic Signal: A traffic control device regulating the flow of traffic with green, yellow and red phases.

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Relate terms include: public transit, mass transit, public transportation, urban transit and paratransit.

Transportation Concept Report (TCR): Planning document that identifies current operating conditions, future deficiencies, route concept, concept level of service (LOS) and conceptual improvements for a route or corridor.

Transportation Demand Management (TDM): "Demand-based" techniques for reducing traffic congestion, such as telecommuting, ridesharing programs, and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Enhancement: A competitive grant funded program to fund environmental and alternative transportation projects that enhance the system.

Transportation Equity Act for the 21st Century (TEA21): Federal legislation enacted June 9, 1998, as Public Law 105-178. TEA-21 authorizes the Federal Surface Transportation Programs (FSTP) for highways, highway safety, and transit for the 6-year period from 1998-2003. This legislation superseded the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), but maintained its basic structure and built on its key initiatives.

Transportation Management Center (TMC): A focal point that can monitor traffic and road conditions, as well as train and transit schedules, and airports and shipping advisories. From here, information about accidents, road closures, and emergency notification is relayed to travelers.

Transportation Permits: The California Department of Transportation has the discretionary authority to issue special permits for the movement of vehicles/loads exceeding statutory limitations on the size, weight and loading of vehicles contained on Division 15 of the California Vehicle Code. Requests for such special permits requires the completion of an application for a Transportation Permit from the office Traffic Operations-Transportation Permits. Route Classes for length are labeled yellow, green, blue, brown and red. Route Classes for weight are labeled purple, orange and green. See http://www.dot.ca.gov/hq/traffops/permits/ for more information.

Travel Demand Model: A software tool used to predict future demand for transportation demand and services.

Traveler Information Systems: Another name for Intelligent Transportation Systems (ITS).

Tribal Lands: - Lands within a reservation, lands held in trust by BIA, or lands otherwise under the direct ownership of a tribe. Most tribal lands are in trust status and within a reservation, but these lands can also be outside of a reservation.

Truck Climbing Lane: Additional lanes added to improve traffic movement around slow moving vehicles on a grade.

Truck Escape Ramp: A long, ravel filled lane adjacent to the highway that enables vehicles that are having braking problems to safely stop.

Typical Section: Depiction of the basic (or typical) design elements/features for an existing or planned facility. Typical sections can be prepared for a variety of facilities, including: highway sections, lane transition areas, medians, interchanges, pavement structural sections, bike paths, and drainage systems.

Uu

UNIMPROVED LOS: This represents the unimproved LOS if not capacity projects were undertaken.

United States (US) Department of Transportation: The principal direct Federal funding agency for transportation facilities and programs. Includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA), and other.

United States (US) Route: A network of highways of statewide and national importance. These highways can be freeways, expressways or conventional highways.

Unity: The degree to which the visual resource of the landscape join to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements.

Unsignalized intersections: An intersection not controlled by traffic signals.

Urban: An area typified by high densities of development or concentrations of population, drawing people from several areas of the region.

Vv

Vehicle Miles Traveled (VMT): Used in trend analysis and forecasts. (1) On highways, a measurement of the total miles traveled in all vehicles in the area for a specific time period. It is calculated by the number of vehicles multiplied by the miles traveled in a given area or on a given highway during the time period. (2) In transit, the number of vehicle miles operated on a given router or line or network during a specific time period.

Vehicle Miles Traveled (VMT) Fee: This fee is based on the number of miles driven and is used to generate revenue.

Video Imaging Processing System (VIPs): Images of real-time traffic are portrayed on a screen.

Vista Point: A paved area beyond the shoulder, which permits travelers to safely exit the highway to stop and view a scenic area. In addition to parking areas, trash receptacles, interpretive displays, and in some cases rest rooms, drinking water, and telephones may be provided.

Visual Assessment: An assessment to look at impacts to the scenery.

Vividness: The memorability of the visual impression received from contrasting intrinsic elements they combine to form a striking and distinctive visual pattern.

Volcanic Legacy Scenic Byway: The Volcanic Legacy Scenic Byway is an All-American Road in California and Oregon. It traverses approximately 500 miles through the Cascade Range past numerous volcanoes. It is composed of two separate National Scenic Byways, the Volcanic Legacy Scenic Byway - Oregon and Volcanic Legacy Scenic Byway - California.

Volume: The number of vehicles passing a given point during a specified period of time.

Ww

Water Quality: The physical, chemical, and biological characteristics of water in relationship to a set of standards.

Weaving:. The crossing of two or more traffic streams traveling in the same direction along a significant length of the highway, without the aid of traffic control devices.

Weaving Section: A length of roadway over which traffic streams cross paths through lane-changing maneuvers, at one end of which two one-way roadways merge and at the other end of which they separate.

Weigh Stations: Weigh stations (also called "truck scales) are where commerical trucks stop to get weighed and inspected.

Weigh-in Motion (WIM): Technology that determines a vehicle's weight without requiring it to stop on a scale.

Xx

Yy